

Administration

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Personnel Changes

Transportation Planning Specialist Supervisor (TPSS)

Mr. Thomas Glass was promoted to TPSS of Local Safety Programs/Grants Management of the Program Services Section, Safety Management Division, effective November 6, 2006.

Transportation Planning Specialist Trainee (TPST)

Mr. Scott Kubisiak was hired as the TPST of the Alcohol Highway Safety Program of the Program Services Section, Safety Management Division, effective April 24, 2006.

Impaired Driving

DUI Enforcement

The Department continues to create and sustain an aggressive DUI enforcement posture throughout Pennsylvania. During FY 2006, forty-seven (47) DUI enforcement projects as well as the State Police were actively engaged in conducting sobriety checkpoints, roving patrols, mobile awareness patrols and cops in shops, targeting the most problematic roadways throughout Pennsylvania. Mobile awareness patrols are a low manpower, and economical event characterized by one or two officers setting up limited checkpoint equipment for a brief period of time on several high visibility locations to create a perception of an impending checkpoint operation and/or to create enhanced awareness among the motoring public. Tables 1 and 2 provide a monthly summary of events as well as results.

Table 1 Sobriety Checkpoint and Roving Patrol Enforcement Data (State and Local Police) **FY 2006**

Month	Operations	Motorists Contacted	DUI Arrests	Underage Drinking Arrests	Other Arrests and Citations	Warnings
October	43	4,546	88	28	842	406
November	178	15,522	296	52	2,653	1,733
December	196	12,284	268	45	2,814	1,923
January	119	6,629	138	33	1,743	1,305
February	118	6,981	151	52	1,548	1,196
March	205	12,206	376	79	3,517	2,253
April	130	10,064	151	54	1,778	1,134
May	181	24,859	341	129	3,982	2,484
June	196	27,391	334	82	2,858	2,088
July	170	32,344	265	82	2,536	1,379
August	208	31,986	368	89	3,398	1,955
September	489	46,814	910	201	6,951	5,012
Totals	2,233	231,626	3,686	926	34,620	22,868

Cops in Shops

The partnership between PennDOT, the Pennsylvania Liquor Control Board (PLCB), the Pennsylvania State Police Bureau of Liquor Control Enforcement, and the municipal police continued to provide a deterrent to underage drivers obtaining alcohol. (Table 2) This effort is enhanced by the availability of training and awareness efforts of the LCB through their “Responsible Alcohol Management Program” (RAMP). PennDOT initiated this program several years ago, and the LCB sustained and expanded its use. It has become a valuable supplement to each of our efforts to educate and partner with licensed beverage establishments in our attempt to approach the DUI and underage drinking problem with various tools on a variety of fronts.

Table 2 Cops in Shops Operations (Local Police) FY 2006

Month	Operations	ID's Checked	False ID's Recovered	UAD Arrests	DUI Arrests	Furnishing to Minors	Disorderly Conduct	Open Container	Other Arrests/Cit
October	8	1087	1	71	0	3	28	33	90
November	7	186	1	17	3	2	1	1	2
December	10	310	0	8	0	1	1	0	5
January	5	212	4	7	1	5	3	0	4
February	10	251	0	7	1	0	0	9	8
March	11	102	0	10	0	5	12	2	27
April	13	252	3	12	0	4	0	9	20
May	11	855	0	13	0	4	0	2	24
June	8	156	0	19	0	7	16	2	27
July	13	310	3	23	0	7	6	2	47
August	15	301	3	11	2	2	6	3	9
September	26	334	0	16	1	4	13	6	26
Totals	137	4356	15	214	8	44	86	69	289

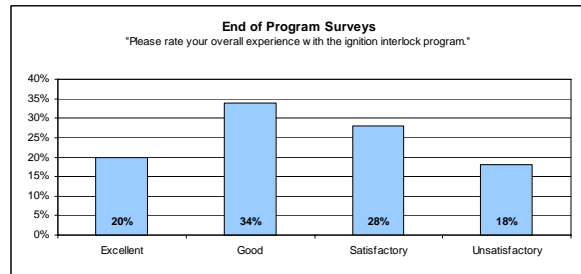
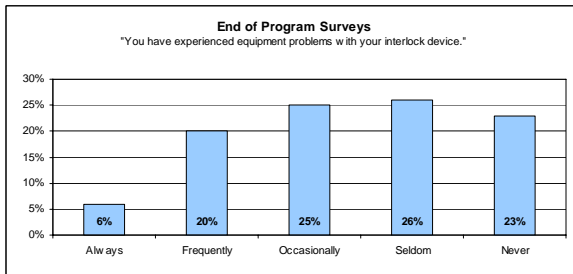
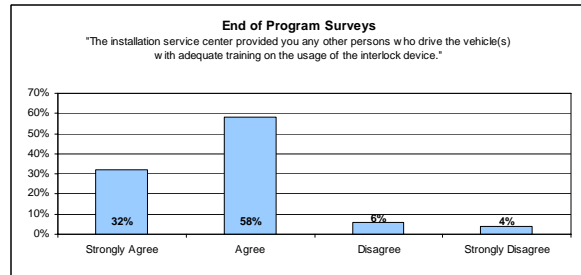
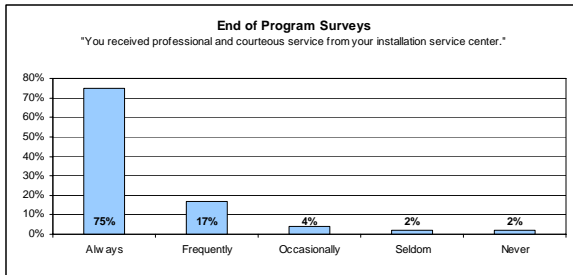
Ignition Interlock (State Funds)

On May 11, 2006, an amendment to the ignition interlock law was signed into law. The amendment permits mobile installation of ignition interlock devices statewide. The amendment holds mobile installations to the same security and procedural standards required in the specifications. However, regular maintenance must be performed as required by the specifications.

In FY 2005, revised specifications were released that included device bench testing by the Department based on customer feedback. The Department contracted with the Institute for Law Enforcement Education to conduct the testing. Testing was completed on two devices in FY 2006.

In January 2002 the Department awarded a contract for the purpose of overseeing the quality assurance aspect of ignition interlock in Pennsylvania. Through this contract the Department has developed an installation service center check list for use in the field while designated personnel conduct site visits. The seven approved manufacturers have a combined total of 106 installation service centers located throughout the Commonwealth. One-hundred-twelve on-site quality assurance inspections of ignition interlock installation service centers servicing Pennsylvania were conducted from October 1, 2005 to September 30, 2006.

The Department facilitates ignition interlock presentations to professional audiences who will be working closely with the population of offenders. These presentations are designed to introduce the program, explain frequently asked questions, provide program updates and offer assistance when necessary. A presentation was given to the Delaware Valley Regional Planning Commission in June of 2006. Training was conducted for a device manufacturer's installation and service technicians.



Ignition interlock clients contact the Department for assistance in cases where they are having difficulty with their devices or service provider. The Department has developed a procedure for problem resolution between service providers and interlock customers. An end-of-program customer feedback survey was developed for distribution in 2003. The survey takes into account all aspects of Pennsylvania's program from the application process through to program completion. Seven-hundred-twenty (720) surveys were mailed to participants, one-hundred-forty-four were returned representing a 20% response rate. The following charts summarize responses to individual questions:

A summary of the statistics for the ignition interlock program in Pennsylvania from October 1, 2005 to September 30, 2006 follows:

- They drove over 31 million sober miles
- They took over 4 million breath tests
- They failed 25,099 times with Breath Alcohol Concentrations (BrAC's) ranging from 0.025 to 0.08 percent, 1,401 times with BrAC's ranging from 0.08 to 0.099 percent 1,576 times with BrAC's ranging from 0.10 to 0.16 percent and 636 times with BrAC's at 0.16 or higher.

28,712 attempts to operate vehicles on Pennsylvania's roadways with BrAC's greater than or equal to .025 percent were thwarted by the use of ignition interlock devices.

These statistics allow for monitoring of the progress of the interlock program, as well as, providing areas of focus for future program enhancements. Approved manufacturers must also report service center locations, site changes and a complete listing of certified installation technicians to the Department. All service center personnel must have a motor vehicle background check and criminal history verification completed prior to being eligible for employment.

DUI Technical Services Contract (Section 402)

In support of the statewide DUI network the Department maintains a contract to provide consulting and administrative services to the Alcohol Highway Safety Program (AHSP). Under this contract Master Trainers conduct workshops for Alcohol Highway Safety School (AHSS) Instructors and Court Reporting Network Evaluators so that they can be initially certified and then recertified every two years. Seventy-five of these workshops were conducted in (FFY) 2005, providing certification and recertification credits to 1577 attendees. Under this contract a Sobriety Checkpoint Conference was held on May 18 and 19, 2006 in State College to provide Section 410 project directors, State Police personnel, and other police officers with information on Best Practices, New Enforcement Concepts, Adaptive Routine Enforcement, Officer Safety, Aggressive Driving Enforcement, Drug Recognition Expert, and case law updates. One-hundred-four people attended the conference. Additionally, a DUI Coordinators' Conference was held on June 15 and 16, 2006 in State College to update the county coordinators on DUI issues and concerns. Sixty-five people attended the Conference and heard presentations on licensing issues, revamping of the Court Reporting Network (CRN), 10 Goals of DUI Courts, case law and legislative updates and an opportunity to provide input on issues affecting the Alcohol Highway Safety Program.

Counties' DUI programs were reviewed for quality of the delivery for AHSS. The survey of all sixty-seven county DUI programs totaling 51 elements including: enforcement, prosecution, supervision, treatment, CRN, Alcohol Highway Safety School, Prevention/Education was updated. The Directory of county AHSPs including statewide program personnel, used primarily for referring out-of-state offenders to Pennsylvania county programs was produced. Educational materials for Master Trainers to use in AHSS and CRN workshops were updated as well as CRN statistics for DUI Coordinators. Twice a year the contractor reviews the errors committed by CRN evaluators in filling out the CRN questionnaire and reports the error rates to the county DUI Coordinators. Efforts to implement a multiple offender curriculum for use in AHSS continued. The contractor provided technical assistance in the form of being a call center for network users of the revamped CRN.

Technical assistance was provided in setting up DUI Courts in Allegheny, Blair, Berks and Philadelphia Counties to improve the processing of DUI cases in their respective county.

Workshops, Conferences, and certifications conducted in 2006

<u>Workshops:</u>	<u>No. of workshops</u>	<u>No. of attendees</u>
AHSS Instructor	8	91
AHSS PAW	6	54
CRN Evaluator	10	110
CRN PAW	10	93
Underage Drinking & Underage DUI Instructor	4	64
Implementing the New CRN	17	351
Science Based Treatment	5	91
Current Trends & Designer Drugs	3	39
Substances in Vogue	4	45
Marijuana/Hallucinogens	2	23
Group Techniques	5	63
Offender Favorites	4	76
Miscellaneous	30	460
Total	108	1,560
	<u>No. of conferences</u>	<u>No. of attendees</u>
Sobriety Checkpoint Conference	1	112
DUI Coordinators' Conference	1	72
Regional DUI Mini-Conferences	9	362
Total	11	546
Grand Total	119	2,106
	<u>No. of Certifications/Recertifications</u>	
AHSS Instructor Certification	35	
AHSS Instructor Recertification	152	
CRN Evaluator Certification	106	
CRN Evaluator Recertification	180	
Underage Drinking & Underage DUI Instructor Recertification	37	
Total	510	

Checkpoint Strikeforce

Checkpoint Strikeforce is a coordinated effort of the states in the NHTSA Mid Atlantic Region that is focused on combating impaired driving. States in the region have agreed to conduct at least one sobriety checkpoint per week during the period of the Fourth of July to New Years. Pennsylvania conducted a heightened level of DUI enforcement during the 2006 campaign. Visit the Checkpoint Strikeforce webpage for the latest stats. <http://www.nhtsa.dot.gov/nhtsa/whatis/regions/region03/Checkpoints/index.cfm>

Operation Nighthawk

Operation Nighthawk is a specialized two-day training and enforcement program aimed at reducing drinking and driving. Conducted on Friday and Saturday evenings, this program combines classroom instruction containing workshops on DUI case law and drugged driving with professional motivational speakers.

The Pennsylvania State Police (PSP) conducted "Operation Nighthawk" in cooperation with the Pennsylvania Driving Under the Influence Association (PA DUI) and the Pennsylvania Department of Transportation (PennDOT) at various locations during 2006. Both PSP troopers and municipal officers participated in the operations.

2006 Operation Nighthawk locations and dates:

- Troop R - May 5, 2006
- Troop K - June 23, 2006
- NHTSA Regional - Aug 18, 2006

DUI Law Enforcement Crackdowns

Pennsylvania received approximately \$450,000 Section 163 Driving Mobilization funds from NHTSA, earmarked for aggressive DUI Law Enforcement that enabled PennDOT to participate in the "You Drink & Drive, You Lose" National Mobilization campaigns with a sustained enforcement element each month from Labor Day through June of 2006. Funding was distributed to State and local police throughout four (4) regional networks. Police conducted Sobriety Checkpoints and Roving Patrols intensively during the holiday periods, coupled with nationwide advertising of the "You Drink & Drive, You Lose" campaign during this time frame paid for by NHTSA.

DUI Courts

In 2000, the Pennsylvania Department of Transportation received federal section 403 funding from NHTSA to increase levels of DUI enforcement and public information. These additional funds allowed the Department to redirect much needed focus toward the "hardcore" or "repeat" DUI offender. In doing so, two (2) pilot locations, Berks and Lackawanna Counties were selected for the implementation of DUI courts. Each county has an established working task force and instituted a DUI court team to insure accountability of the system and of the offender as well. Project activities continued in FY 2006, during which time Two (2) additional DUI Court projects were funded and initiated (Allegheny and Blair counties). A fifth DUI court grant, Philadelphia, is slated to begin activity in FY 2007.

Occupant Protection

Pennsylvania continued to see great strides in our occupant protection program. Based on our statewide seat belt observational survey in June, 2006, our seat belt use rate reached an all time high of 86 percent. In addition, our booster seat law for children from age 4 to age 8 and seat belt law for children age 8 to 18 was in affect for three years.

The increase in our seat belt use rate is being attributed to the work of the Comprehensive Highway Safety Coordinators, District Safety Press Officers, Traffic Injury Prevention Project personnel, and the Buckle Up PA Program being conducted by both the Pennsylvania State Police and municipal police agencies. We were also fortunate to have help from our partners such as the Pennsylvania Department of Health, PA SAFE KIDS, PA DUI Association, AAA, and PA SADD.

Funding sources used to support this area included the following:

- Section 402 Highway Safety Funds
- Section 157 Incentive Funds
- Section 405 Occupant Protection Incentive Grant
- Section 2003(b) Child Passenger Protection Education Grant
- State Funds for advertising

The majority of the 157 and 405 funds are used to support both municipal and state police enforcement programs to increase seat belt and child safety seat use. The Pennsylvania State Police received 2003(b) funding to continue to support their 82 non-turnpike permanent car seat inspection stations.

Highlights of Pennsylvania's Occupant Protection Program included the following:

- The child passenger safety guidelines placed in the Pennsylvania Bulletin in October, 2004, as part of the regulatory process, were closed for comments 11/15/04. The regulations have been written and are being submitted to IRRC for final approval. The date set for the Committee review is November 30, 2006.
- Held a statewide Child Passenger Safety Week press conference in Harrisburg at the Capital Rotunda on February 13, 2006. Lieutenant Governor Catherine Baker Knoll was joined by Gary Hoffman, P.E. Deputy Secretary of Transportation, Colonel Jeffrey B. Miller, Commissioner of the PA State Police, Dr. Batra, Good Samaritan/PennState Family and Community Medicine Residency Program, and Angela Osterhuber, Project Director of the PA Traffic Injury Prevention Project to mark the start of National Child Passenger Safety Week, from February 12th through Saturday, February 18th. The press conference reminded Pennsylvania residents of the risk of not using child safety seats and the importance for all family members to be appropriately restrained. The theme for this year's event is "Buckle Up for Life" Children from various age groups demonstrated the proper

use of car seats and seat belts. Also attending the event were highway safety advocates, Pennsylvania's Comprehensive Highway Safety Program, Municipal and State Police, and the Traffic Injury Prevention Project.

- Statewide observational seat belt surveys were conducted June 6-19, 2006, and the usage increased to 86 percent.
- The Buckle Up PA Program has a Statewide Seat Belt Law Enforcement Liaison (LEL) and five regional LELs administering the seat belt enforcement and education activities.
- BUPA instructed its participating departments to initiate enforcement activities that would result in increased enforcement contacts. Events such as safety checkpoints, information sites and joint operations with other departments resulted in vehicle or occupant contacts. During each of these contacts officers were able to provide seat belt information, insist that occupant secure their safety belts or write the primary and secondary citation.
- Police Departments were encouraged to initiate more contacts either through information sites, educational programs, or safety checkpoints. The 2 Mobilizations and 3 other activities also yielded **7,518** seat belt and child safety seat citations and **44,675** other citations. There were also **1,397,028** vehicles detained over the 5 events. Participating departments wrote **1.18** citations per hour and **31.6** contacts per hour.
- Informational packets for each mobilization were distributed to the police. The packets include the dates when activities should be conducted, sample press releases, talking points, etc. to conduct the wave. Enforcement dates and summaries are as follows:
 - **Wave 20 Thanksgiving 2005 Nov. 21-27th** -375 Wave 20 Packets wave packets were distributed to participating Police Departments, Comprehensive Coordinators and PennDOT SPO's. (290 municipal departments participated)
 - **Wave 21 Memorial Day 2006-** Additional funding was made available to those counties identified as "Counties of Opportunity". These were Counties with at least a 170,000 population and below 85% belt use. (Participating departments increase to 350 for the May 2006 Mobilization)
 - **The Sustained Seat Belt Enforcement Initiative-** This program ran from February 1 to May 15, 2006 with a total of 121 police departments participating. The Sustained Seat Belt Enforcement Initiative provided targeted enforcement prior to any Mobilization activities. It also gave RCHSP Coordinators their first opportunity to identify low safety belt use locations in their counties and initiate enforcement activities

- **The Upper Schuylkill County Aggressive Driving/Pedestrian Enforcement Program-** Five police departments in the northern section of the county conducted enforcement during June, July and August, aimed at aggressive driving and pedestrians in their communities.
- **Labor Day BOLT's-** 37 BOLT Operations were conducted in conjunction with DUI Projects across the state. A total of 14,633 contacts were made during this period with 123 occupant protection citations written.

2006 Occupant Protection Strategic Planning:

The purpose of the Strategic Planning and Mobilization was to create and implement an operational plan to increase safety belt use to at least 85% by June 2006 and assure that strategies are in place to maintain at least that usage rate until June 2007. The ultimate goal is to reach 90% by 2008. This 6 month initiative was planned and coordinated by the Buckle Up PA Project. Strategies were created based on established high visibility target seat belt enforcement, coordinated paid and earned media, public information/education, and training. Buckle Up PA also served to coordinate and consolidate available county and regional traffic safety resources to accomplish the goals and objectives, specifically Regional Comprehensive Highway Safety Projects.

Other 2006 Highlights:

- The Buckle Up PA website, www.buckleuppa.org was kept updated. Regional activities as well as state trainings and miscellaneous information is available.
- Trainings were conducted to train officers in the Survival 101 middle and high school seat belt curriculum. There were over 150 new police officers trained as instructors by Buckle Up PA LELs. The 2005-06 school year saw 476 programs completed reaching 20,244 students statewide. Every PA school district and charters school will receive information regarding Survival 101.
- The Back Is Where It's At, elementary seat belt curriculum revisions were started. Trainings are scheduled in October and the new curriculums are anticipated to be ready in December or January. Every PA school district and charters school will receive information regarding 16 Minutes.
- Regional LELs continued to make available CDR equipment and speed display trailers to police agencies across the state. Traffic Checkpoint Trailers and 4 new speed display trailers were purchased to accommodate the increased demand for equipment. The following summary represents equipment use during this reporting period. (**Approximately 6,866 hours of speed trailer usage**)
- Special packets were developed and disseminated by TIPP's to pediatricians, hospitals, loaner programs, Preschool/child care facilities, law enforcement (State

and Local), Injury Prevention Coordinators/DOH, State Farm, CPS Technicians and Instructors and the Highways Safety coordinators to promote Child Passenger Safety Week in February, 2006.

- A **Child Passenger Safety telephone conference** was organized and held by the TIPP in February 8, 2006 to identify the importance of motor vehicle injury as the leading cause of child death, describe gaps between current restraint laws and best practice recommendations, explain the scientific evidence behind child restraint recommendations, and describe the role of the clinician in advocacy. Participants of the teleconference included doctors, nurses, medical staff, and certified technicians who worked in medical facilities. Participation in the conference was achieved by downloading Microsoft PowerPoint presentations and dialing into a site to listen to the speakers. The speakers were Dr. F. Dennis Dawgert, Pediatric Advisor to TIPP and Dr. Dennis Durbin, Assistant Professor of Pediatrics and Epidemiology at the Children's Hospital of Philadelphia and the University of Pennsylvania School of Medicine. The teleconference was designed to increase awareness and knowledge of medical professionals so that transportation issues can be addressed with parents to increase the likelihood that children would be properly restrained. There were 126 health care professionals who attended the teleconference. All participants received a packet of sample materials that could be requested for distribution to their patients.
- Eighteen classes of the 32-hour Child Passenger Safety (CPS) Training were conducted training 259 CPS technicians and 4 new instructors, as well as 17 Renewal classes to recertify 91 CPS technicians and ten refresher classes updating 60 technicians.
- Over 505 car seat checks were conducted throughout the state. TIPP participated in 56 CSS checks.
- To insure that the most up to date and current information is being provided, the TIPP distributed quarterly updates in December 2005 and March, June, and September 2006 to the 44 certified CPS Instructors and the 1140 active certified technicians. Information was provided on the changes in the certification process, scheduling of the refresher classes, availability and registration process for the Renewal Course, Child Safety Seat Check Location Form, NHTSA Child Passenger Safety English/Spanish Translation of Terms, New FAA regulations, order form for Safe Ride News, Seat Belts on School Buses – FAQ's and a survey to determine local CPS activity. Educational materials were provided including Seat Belt Saves Lives educational flyer, New Child Safety Seats, Safety Belt Use for "Tweens", Understanding and Handling Recalls, and NHTSA's Re-Use of CRS's in School Buses After a Minor Crash.
- A 1-800-CAR-BELT toll free number is available for individuals to call regarding questions on car seat use and child passenger safety and to order free highway safety materials.

- Currently, Pennsylvania has 1,140 active technicians and 44 child passenger safety technician instructors.
- The Project Director of our Traffic Injury Prevention Project, Angela Osterhuber, completed her term as Chair of the National CPS Board and is currently the State CPS contact.
- Pennsylvania has 106 car seat loaner programs throughout the state. Fine monies were used to purchase 200 infant, 126 convertible, 130 combination seats and 129 high back booster seats, and 50 no back booster seats for the loaner programs.
- The Traffic Injury Prevention Project is continuing to implement an educational intervention program in a pilot community to increase “correct use” in a African American community. The Pilot Project provides outreach and education activities conducted in the community geared for parents and children. Child safety seat educational fact sheets are distributed and displayed in the African-American community.
- The TIPP conducted one “Safe Travel for All Children: Transporting Children with Special Health Care Needs” Training Programs. This nationally recognized 2-day program is designed to serve CPS technicians/instructors and medical professionals who are interested in learning more about special needs transportation. The training combines classroom lectures and discussions with hands-on exercises. Participants were introduced to medical conditions that can impact restraint selection and have the opportunity to investigate and install specialized restraint systems. The training concluded with a proficiency test that evaluated the participant’s ability to assess appropriate restraints and to demonstrate proper use and installation. Fourteen professionals attended the training.
- The TIPP provided one article on CPS to be included in Lehigh Valley Hospital’s newsletter. TIPP also participated in a one hour radio talk show in Northampton County to discuss CPS and teen drivers.
- TIPP developed a Pediatrician Handbook on CPS entitled “Guiding Them Home Safely”. TIPP has worked with the University of Pittsburgh to obtain CME/CEU credit for medical professionals who attend the one hour training that is provided when distributing the Handbook.
- The TIPP presented at the Statewide Head Start Conference in December (2 presentations regarding Child Safety Seats and Transportation Services of Head Start).
- TIPP organized and prepared materials for the State CPS Assessment.

- TIPP developed and distributed to 882 public and private schools a Prom/Graduation packet of materials. The packet focused on seat belts, alcohol, and distracted driving.

2006 Occupant Protection Statistics:

Pennsylvania State Police Statistics for Click It Or Ticket

	CPS Warnings	CPS Citations	Seat Belt Warnings	Seat Belt Citations Commercial Vehicles (Heavy Trucks Etc.)	Seat Belt Citations	# CPS Checkup Events	# Safety Seats Inspected	# of Safety Seats Properly Installed	# of Safety Seats Improperly Installed
Click It or Ticket – 8 Days of Enforcement	582	111	22,567	104	970	84	576	75	501
National CPS Week	47	106	2,644	n/a	221	83	903	139	763
Click It or Ticket – Two Tickets, Two Fines	298	31	12,505	n/a	297	51	438	92	346
TOTALS	927	248	37,716	104	1,488	218	1,917	306	1,610

Buckle Up PA Statistics for Waves 20-21 including Sustained Enforcement and BOLT Activities

Wave	# of depts.	Hours	Contacts	Citations						Arrest			
				SB	CPS	Speed	Aggressive	Suspended	Other	Felony	DUI	Drug	Warrant
W 20	290	8,567	180,098	1,649	31	5,350	2,389	393	1,468	31	62	31	63
Sustained	121	6,040	75,785	330	30	1,813	517	83	409	9	23	5	21
W 21	321	28,176	1,123,733	5,057	293	16,617	8,325	1,196	4,096	63	275	176	210
Upper Sch	5	270	2,779	3	2	34	67	7	59	0	0	0	6
BOLTS	37	1,205	14,633	106	17	219	350	65	172	3	43	13	12
Total		44,258	1,397,028	7,145	373	24,033	11,648	1,744	6,204	106	403	225	312

Statewide summary of activities conducted by the Traffic Injury Prevention Project

Traffic Injury Prevention Project Summary		
	Number of Programs	Number of People Reached
Bike Derbies	0	0
Health Fairs	12	3945
Preschool Presentations	6	200
Elementary Presentations	0	0
Middle School Presentations	0	0
Secondary Presentations	8	377
College Presentations	1	150
Community Presentations	34	1558
Business Presentations	23	318
Conferences Conducted	9	1319
Designated Driver Activities	0	0
TIPPS Training	0	0
Walk Child to School Day	0	0
Safe Driving Competitions	0	0
CPS Presentations	49	897
TOTAL	142	8764

Comprehensive Highway Safety Programs

2006 Program Overview:

The Comprehensive Highway Safety Programs (CHSP) utilized the expanded data collection and analysis capabilities of the Bureau of Highway Safety & Traffic Engineering in planning their project activities for FFY 2006. All programs were required to transition the majority of their programming towards the safety focus areas which the relevant crash data indicated were the highest priority areas. An outline overview of the highlights of the Comprehensive Highway Safety Program transition is as follows:

- I. The Safety Management Division developed standardized grant program development material for easier:
 - i. Data driven program development
 - ii. Selection of strategically targeted activities and action items
 - iii. Accountability
 - iv. Evaluation of results

- II. The highway safety grant programs are now clearly focused on:
 - i. Data
 - ii. Activities/Action Items
 - iii. Accountability
 - iv. Results

- III. Efficient use of tax money
 - i. Programs with a foundation of solid crash data better serve the public by using tax money efficiently

- IV. Collaboration of highway safety partners, including regional implementation of highway safety initiatives

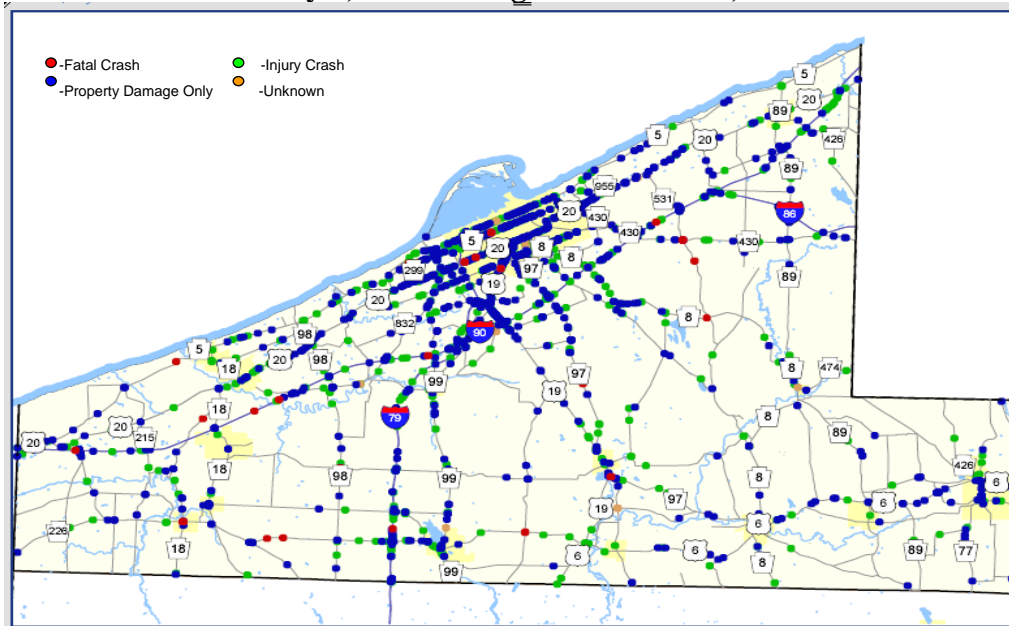
- V. Historically, CHSPs operated isolated of each other, acting as unique projects. The new direction of the programs addressed:
 - i. Eliminating duplication of services
 - ii. Creating partnerships to share resources and strengths
 - iii. Standardizing programming
 - iv. Ensuring a uniform message is disseminated to the public

- VI. The Safety Management Division developed and disseminated grant region specific data sets containing:
 - i. Grant Area Data, showing:
 1. Priority Safety Focus Areas
 2. 5 years of crash data categorized by 34 crash causal factors
 3. Targeted Goals for 2008

Fatalities by Category 1997-2004							Goals					5-yr Average (99-03)	Gap Btwn Average & 2008 Goal	
	1998	1999	2000	2001	2002	2003	2004	2004	2005	2006	2007	2008		
Center For Traffic Safety														
Total Fatalities	140	146	136	143	144	144	138	139	130	123	114	105	143	38
Unbelted Fatalities (Autos, LHvy Trk, Vans, SUV)	64	72	58	71	61	57	53	62	58	55	51	47	64	17
Alcohol-Related Fatalities	37	49	59	60	41	62	49	52	49	46	43	40	54	14
Counties in Grantee														
Drinking Driver Fatalities	36	48	56	58	40	61	48	52	48	45	42	39	53	14
Aggressive Driving Fatalities	39	52	47	31	86	79	77	69	65	61	56	52	71	19
Speeding Fatalities	18	7	19	41	15	27	17	21	23	19	17	16	22	6
Adams County														
Single Vehicle Run Off Road Fatalities	49	48	62	51	52	52	47	52	48	45	42	39	53	14
Lancaster County														
Hit Fixed Object Fatalities	50	56	65	65	55	52	47	57	54	51	47	43	59	16
Lebanon County														
Hit Tree Fatalities	40	36	38	33	33	31	28	33	31	29	27	25	34	9
York County														
Hit Utility Pole Fatalities	26	23	25	29	16	17	18	21	20	19	17	16	22	6
Hit Gunderal Fatalities	16	14	8	11	7	11	4	10	9	9	8	7	10	3
Head On Fatalities	24	26	17	15	28	29	25	22	21	20	18	17	23	6
Sideswipe - Opposite Direction Fatalities	1	0	1	3	0	2	6	1	1	1	1	1	1	0
Cross Median Fatalities	3	0	1	5	7	3	4	3	3	3	2	2	3	1
Intersection Fatalities	41	42	33	39	32	33	35	35	33	31	29	26	36	10
Signalized Intersection Fatalities	4	7	0	5	10	5	5	5	5	4	4	4	5	1
Stop Intersection Fatalities	35	27	29	25	18	24	19	24	23	21	20	18	25	7
Running Red Light Fatalities	3	0	0	7	7	2	1	3	3	3	2	2	3	1
Age 65+ Driver Involvement Fatalities	22	24	26	27	34	16	24	24	23	21	20	18	25	7
Age 65-74 Driver Involvement Fatalities	9	12	9	11	20	8	12	12	11	10	10	9	12	3
Age 75+ Driver Involvement Fatalities	13	12	19	20	14	8	13	15	14	13	12	11	15	4
Local Road Fatalities	26	25	36	28	28	23	19	27	26	24	22	21	28	7
Heavy Truck Related Fatalities	19	30	6	17	18	25	23	18	17	16	15	14	19	5
Pedestrian Fatalities	14	13	18	8	10	10	9	12	11	10	10	9	12	3
Motorcyclist Fatalities	15	15	17	17	18	17	20	17	15	15	13	12	17	5
Work Zone Fatalities	1	7	2	2	2	2	0	3	3	3	2	2	3	1
Age 16-17 Driver Involvement Fatalities	15	15	7	13	11	8	9	11	10	9	9	8	11	3
Age 16 Driver Involvement Fatalities	4	6	0	6	2	3	5	3	3	2	2	2	3	1
Age 17 Driver Involvement Fatalities	11	10	7	7	9	5	6	8	7	7	6	6	8	2
Distracted Driver Involved Fatalities	2	8	1	0	10	3	12	4	4	3	3	3	4	1
Drowsy Driver Involved Fatalities	1	1	3	0	4	3	3	2	2	2	2	1	2	1
Bicyclist Fatalities	3	1	1	2	1	2	1	1	1	1	1	1	1	0
Train Related Fatalities	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Vehicle Failure Related Fatalities	3	5	0	5	3	6	2	4	4	3	3	3	4	1

- ii. Data maps for geographic visualization, including:
 1. C-DART Point Location Maps

**Erie County Crash Detail Map
January 1, 2004 through December 31, 2004**



- 2. C-DART Segment Grouping Maps

**Erie County Segment Summary Map
January 1, 2004 through December 31, 2004**



VII. The CHSP grantees were provided key strategies for the primary safety focus areas of their respective regions directly from the Pennsylvania Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP), for example:

- i. Reducing Aggressive Driving
 - 1. Target enforcement in areas with a high rate of aggressive driving crashes (Problem Specific Policing/Selective Traffic Enforcement Programs)
 - 2. Implement “Smooth Operator Program” to combat aggressive driving
 - 3. Continue funding for aggressive driving enforcement training for law enforcement officers and the public
- ii. Reducing Impaired (DUI) Driving
 - 1. Sustain high-visibility of DUI enforcement
 - 2. Sustain public information and education in combination with enforcement programs
 - 3. Sustain involvement with NHTSA Checkpoint Strike Force Effort
 - 4. Provide Education programs for District Justices (DJ)
- iii. Increasing Seat belt Usage and Proper Infant/Child Restraint
 - 1. Conduct high-profile enforcement campaigns combined with public education
 - 2. Continue with “Click it or Ticket” campaign
 - 3. Combine enforceability using belts, aggressive driving, and DUI including nighttime enforcement
 - 4. Continue high-profile “child restraint inspection” events at community locations

- VIII. The CHSP grantees were provided key action items/activities in each of the relevant strategies from the CSHSIP. The action items/activities were prioritized based on cost effectiveness, potential to save lives, proven success, and acceptability of the public using the following scale:
- i. A – High
 - ii. B – Medium
 - iii. C – Low
- IX. All action items/activities under each strategy were further prioritized by a committee of highway safety professionals using a numerical identifier (A.1, A.2, A.3, B.1, B.2, B.3, C.1, C.2, C.3, etc.). The following are a few examples of action items/activities under their respective safety focus areas and strategies:
- i. Reducing Aggressive Driving
 1. Strategy #1 - Target enforcement in areas with a high rate of aggressive driving crashes (Problem Specific Policing/Selective Traffic Enforcement Programs)
 - a. Rank – A.1 – Contact PENNDOT, state, and local police to request updated county and roadway aggressive driving crash data and locations based on police jurisdiction. Identify high cluster crashes and roadways for each county. Prepare an aggressive driving report for each police department to discuss during scheduled police meetings.
 - i. Measurement - # of aggressive driving reports prepared for police
 - b. Rank – B.1 – Contact all local and/or state police to inform and encourage them to attend and participate in planned education programs at schools within their jurisdiction.
 - i. Measurement - # police implemented educational program coordinated by grant coordinator
 - ii. Reducing Impaired (DUI) Driving
 1. Strategy #3 - Sustain involvement with NHTSA Checkpoint Strike Force Effort
 - a. Rank – A.1 – Meet with Sobriety Checkpoint grant coordinators in region to coordinate public education, with Safety Press Officer, of enforcement activities that will target drunk drivers.
 - i. Measurement - # of meetings to coordinate activity
 - b. Rank – B.1 – Schedule and meet with DUI grant coordinators and each District Attorney during the

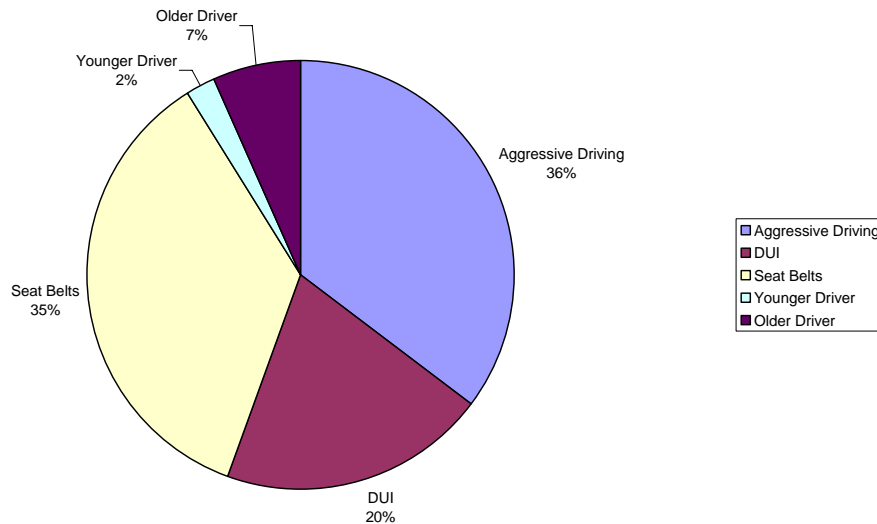
grant period to promote Anti-DUI/UAD activities that meet their needs for DUI/UAD prevention.

- i. Measurement - # of meetings with District Attorney and DUI grant coordinator from each county.
 - iii. Increasing Seat belt Usage and Proper Infant/Child Restraint
 1. Strategy #1 - Conduct high-profile enforcement campaigns combined with public education
 - a. Rank - A.1 – Meet with police officers to encourage them to write the second citation every time (enforce secondary seat belt law).
 - i. Measurement - # of meetings with police where primary objective is to encourage writing secondary seat belt citation
 - b. Rank – B.1 – Coordinate the implementation of “Survival 101” in high schools and middle schools
 - i. Measurement - # of “Survival 101” programs coordinated by grant coordinator.

- X. CHSP grantees were requested to prepare a proposal identifying key safety focus areas, key strategies, and key action items/activities in their proposals. They were also requested to include an estimated amount of time to conduct each activity they planned in their proposals. Pie charts displaying estimated grant period work hours planned for each safety focus area as a percentage of total grant period work hours were developed. The breakdown of planned grant period work hours into safety focus areas allowed a more accurate assessment of how the CHSP utilized their time available. This method also allowed a parallel breakdown for awarded grant funds. The following is an example of a time breakdown pie chart:

North Central Comprehensive Highway Safety Project

Safety Focus Area Proposed Time Breakdown



- XI. Variable learning curves for computer technology
 - i. Software organizing safety focus areas, strategies, and action items was developed by the Safety Management Division and was disseminated at grant proposal development workshops. Each grantee was provided a software package tailored to their particular grant region. Reporting spreadsheets were developed to allow easier quarterly and annual reporting to PennDOT. The software packets automatically generated the pie charts as activity was planned. The software and workshops allowed each grantee to be trained in developing data driven work plans to support their grant proposal applications.
- XII. Transitioning the focus from public friendly programming to data driven programming without eliminating service.
 - i. Highway safety partners and other capable entities were identified and utilized when transitioning the implementation of lower priority activities.
- XIII. NHTSA 402 funding is used for the CHSP project agreements.
- XIV. All Safety Management Division highway safety grants now work together and coordinate their activities at regional planning meetings. Partners include:
 - i. 20 CHSPs
 - ii. Sobriety Checkpoint (DUI) projects

- iii. Pennsylvania State police
- iv. Buckle Up Pennsylvania
- v. Local municipal police departments
- vi. PennDOT Safety Press Officers
- vii. Pennsylvania American Academy of Pediatrics Transportation Injury Prevention Project (T.I.P.P.)
- viii. Pennsylvania Department of Education
- ix. Pennsylvania DUI Association
- x. Pennsylvania Bureau of Driver Licensing
- xi. Safe Kids Pennsylvania
- xii. Pennsylvania Department of Health
- xiii. AAA
- xiv. Pennsylvania Motor Truck Association

XV. Our grant program is extremely data driven and completely aligned with the CSHSIP. Deployed strategies are as prioritized in CSHSIP and activities to implement strategies are identified and prioritized to achieve results. Accountability is built in the process and it will be very easy to track the return of safety investment.

Table 1

Statewide summary of activities conducted by the Comprehensive Highway Safety program and District Safety Press Officers

Statewide Summary		
	Number of Programs	Number of People Reached
Bike Derbies	137	5,167
Health Fairs	164	107,334
Preschool Presentations	869	20,967
Elementary Presentations	677	39,884
Middle School Presentations	41	1,787
Secondary Presentations	1,378	70,927
College Presentations	28	17,681
Community Presentations	401	150,787
Business Presentations	101	11,318
Conferences Conducted	124	3,421
Designated Driver Activities	14	200,770
TIPPS Training	50	593
Walk Child to School Day	24	4,847
Safe Driving Competitions	13	887
CPS Presentations	223	4,770
TOTAL	4244	641,140

Evaluation of Pennsylvania’s Comprehensive Highway Safety Grants:

An RFQ was advertised to solicit bids for an external evaluation report of the Comprehensive Highway Safety grants program. This evaluation report will be used to compliment the program changes currently being implemented throughout all of

Pennsylvania's Highway Safety programs. Science Applications International Corporation was the successful candidate.

Executive Summary Highlights from the report, "Evaluation of Pennsylvania's Highway Safety Grants":

The Pennsylvania Department of Transportation (PennDOT) has established a safety goal commensurate with the national goal to reduce the fatality rate to no more than 1.0 death per one hundred million vehicle miles traveled by 2008. One of the key opportunities to help achieve that goal is the implementation of effective safety strategies in key safety focus areas that save lives generated from the twenty-one comprehensive highway safety grants. These comprehensive highway safety grants consume a large portion of the Section 402 grant monies provided by the National Highway Traffic Safety Administration (NHTSA) to Pennsylvania and have been underway, on the whole, since the late 1980s.

The evaluation of Pennsylvania's Comprehensive Highway Safety Grants Program is intended to be a constructive, critical review. It targets the following elements:

- Grant focus.
- Strategies identified and applied.
- Impact on reducing fatalities and achieving grant goals.
- Accountability in performance measurement results and systems used.
- Responsiveness to grant requirements.
- Level of supplemental community resource assistance.

The report, *Task C: Draft Final Report*, contains all project recommendations and findings from Tasks A and B.

In Task A, detailed interviews with 19 of the grantees were conducted in May and early June 2006 to better understand their existing and future work priorities, needs, strengths, and weaknesses. A primary finding from the interviews is that coordinators are committing a significant amount of time to lower priority activities in the school systems. Many of the coordinators are planning to reduce the level of effort in the school systems next grant year and apply more emphasis to higher priority activities involving enforcement. However, these activities are new to coordinators and they need guidance on the best activities and work plans they can use to increase the level of visible effective enforcement which improves safer driving.

The interviews also provided a number of opportunities that have the potential to increase the effectiveness of the program as a whole. As a result, Task B focused on developing work plans focusing on the following three areas: a model work program, crash data, and a training plan. A grant coordinator version of the model work program was also created, and included a set of data tracking forms in Excel format for the coordinators' use. Appendix B of the report addresses the coordinator version of the model work program.

In addition, a users' guide to crash data was developed in Task B. This document can be found in Appendix C of the report.

Pedestrian and Bicycle Safety

PennDOT's commitment to the safety of its pedestrians and bicyclists is evident through its accomplishments this year. A full time statewide Bicycle/Pedestrian Coordinator is an integral part of BHSTE's Safety Management Division. The following is a summary of the accomplishments in FY 2006.

- In FY 2006, 807 of the "Yield to Pedestrian Channelizing Devices" were distributed. Since the program started in 2001, approximately 3,311 of these devices have been distributed throughout the Commonwealth. TEA-21 Enhancement, Hazard Elimination, and Safety funds have been used for this program.
- The Department completed an 8-month study to evaluate the effectiveness of the devices in enhancing crossing safety. The results clearly showed significant improvements in: 1) the numbers of motorists who yielded to pedestrians, 2) the numbers of pedestrians who were able to cross without lengthy delays, and 3) the number of pedestrians who used the crosswalk instead of crossing outside of it.
- Publication 380, "The Pennsylvania Bicycle Driver's Manual," continues in print and on the Department's website and demand remains strong.
- URS/Baker/Melior Contract. These items were accomplished under this contract in FY 2006.
 - o Technical assistance to MPOs/RPOs. The consultant completed safety and planning projects with 17 of the 23 planning partners who accepted the technical assistance offer. The projects addressed particular needs in each area and included upgrades to existing bicycle/pedestrian planning documents, safety corridor analysis for bicycle and pedestrian transportation, bicycle/pedestrian network development, and related work.
 - o Bicycle/Pedestrian Facilities Checklist Training. The consultant completed a training program for a series of 19 presentations to municipal officials. The effort included explanation on how to use the checklist to ensure that the bicycle and pedestrian modes are included in all projects and how municipal planning efforts are coordinated with the state and federal levels. A total of 305 officials from 241 jurisdictions participated in this training.
 - o Critical review of PennDOT Manuals. A review of PennDOT Manuals, including DM1, DM1A, DM2, DM4, and other documents, was undertaken to determine what modifications should be made to ensure that the bicycle and pedestrian modes would be included routinely in our project development processes. The recommendations are now being incorporated into PennDOT processes.

- Two BicyclePA Routes, E and J, were signed and are now open to the public.
- BHSTE provided technical assistance to PennDOT District Offices, Department of Education, Central Office, School Districts and MPO/RPO staff for the Hometown Streets and Safe Routes to School Program.

Police Traffic Services

Enforcement Programs

The Pennsylvania Department of Transportation (PennDOT) continued to provide funding for the Pennsylvania State Police to conduct enforcement on interstate as well as non-interstate highways.

The Pennsylvania State Police conducted selective traffic enforcement programs designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Selective traffic enforcement programs target specific areas that have a high incidence of crashes, traffic violations, etc. Enforcement locations and times are selected based upon analysis of traffic volume, crash data, frequency of traffic violations, traffic conditions, and includes consideration of geographic and temporal factors. A review of patrol and traffic-related data captured from the Department's computer based Prophecy Program and the Automated Incident Memo System (AIMS) is utilized to target these enforcement locations. The objective is to direct appropriate enforcement efforts towards violations that are likely to cause crashes. Speed enforcement programs, such as RADAR and Operation State Police Aerial Reconnaissance Enforcement details and targeted enforcement including aggressive driving is identified by the Problem Specific Policing analysis.

The result of these enforcement programs follows:

Pennsylvania State Police Special Traffic Enforcement:

DUI Arrests	2,010
Speed Citations	2,406
Seat Belt Citations	76
Child Passenger Seat Citations	55
Other Traffic Citations	10,542
Warnings	13,441

Highway Safety Corridors

In August of 2004, BHSTE met with PennDOT's legal department to finalize policy to implement a Highway Safety Corridor pilot study in Pennsylvania. According to Act 229, the Department is authorized to declare a section of highway as a "Highway Safety Corridor" in which fines for moving violations will be doubled. The pilot study began in October 2004, and involved five sections of roadway in four Engineering Districts (4, 5, 8, and 12). Locations were determined by BHSTE for crash history and other factors including a commitment from the Pennsylvania State Police for increased visible enforcement. Locations which met the criteria were treated with signs and additional enforcement.

Each pilot corridor was studied for speeding and tailgating before, during, and six months after the enforcement began. In addition, citation information was collected and provided

by the State Police in pilot locations during the study. The final research paper will be delivered in 2006.

Training the Police Community

Funding was provided to PennDOT for the Institute for Law Enforcement Education (ILEE) program. ILEE is a recognized leader in law enforcement training. The primary focus of their training is municipal police officers in chemical breath test administration and other impaired driving skills such as standardized field sobriety testing, drug recognition, vehicle search and seizure, and juvenile DUI. In addition, ILEE is a major provider of advanced training for municipal police in specialized areas like collision investigation, drug interdiction and areas of court testimony related to traffic law enforcement. A chart of the courses conducted follows.

The Institute for Law Enforcement Education (ILEE) held its Eighteenth Annual Law Enforcement Conference September 12-14, 2006 at the Seven Springs Conference Center. There were 136 participants in attendance.

The following chart provides an overview of the courses given by ILEE in FY 2006 (both 402 funded and non-402 funded). In grant year October 1, 2005 to September 30, 2006, 2,699 personnel received training in FY 2006 in 160 different courses funded with 402 funds.

TRAINING COURSES	COURSES CONDUCTED	STUDENTS TRAINED
Alcohol Breath Test Instrument Instructor	1	6
Alcohol Breath Test Instrument Supervision	1	4
Alcohol: Pharmacology and Toxicology	7	267
Armed with the Latest Case Law	1	16
Commercial Vehicle Investigation I & II	2	40
Conducting Complete Vehicle Stops	2	34
Constitutional Case Law	1	27
Courtroom Defense Strategies and Tactics	3	121
Criminal Patrol Using Enforcement of the Vehicle Insp. Regs.	3	92
Drug Field Test Certification	5	130
DUI Awareness	2	40
DUI/Juvenile Issues and Case Law	7	284
Enforcement of Vehicle Inspection Regulations	3	51
Fundamentals of On-Scene Vehicle Collision Investigations	1	16
Handling Anger in Interviews	2	33
High Risk Vehicle Stops	5	139
Instrument Operator Certification	14	143
Breath Test Instrument Operator Changeover	8	71
Breath Test Instrument Preventive Maintenance	1	5
Interviewing I-IV	18	268
Interviewing Juveniles	1	19
Level I & II Collision Investigation	3	59
Nighttime Visibility Issues	1	13

TRAINING COURSES	COURSES CONDUCTED	STUDENTS TRAINED
Recognizing Deception in Interviews	1	12
Seat Belt Analysis, Bag Deployment and Child Restraints	1	8
SFST Instructor Recertification	1	8
SFST Practitioner	11	204
Sobriety Checkpoint Refresher	7	154
Sobriety Checkpoints - PA ONLY	4	84
Total Station Measuring Device for Collisions	1	9
Traffic Patrol/Drug Interdiction	8	157
Using Body Language in Interviews	3	112
Vehicle Search and Seizure	4	56
Vehicle Stops and Consent Searches	1	17
Total	134	2699

Roadway Safety

PennDOT has consistently addressed highway safety through the years by including engineering improvements in construction and maintenance programs. Therefore, it follows that the engineering approach is an integral part of the Department setting a highway safety goal in alignment with the national (USDOT) highway safety goal of 1.0 fatality per 100 million vehicle miles traveled by the year 2008.

Attaining a 1.0 fatality rate in 2008 equates to saving approximately 400 lives per year when compared to Pennsylvania's baseline value of 1559 annual fatalities (the baseline fatality rate is 1.52). In year 2005, the actual fatality rate and number of fatalities was 1.51 and 1,616, respectively. These statistics show that Pennsylvania has to gain a lot of ground to attain the goal of 1.0 by 2008.

Two high-level objectives have been established to meet this goal, 1) safety infrastructure improvements implemented at targeted high crash locations (these improvements include deployment of low-cost safety improvements) and 2) education/enforcement initiatives aimed at achieving safer driving in areas of DUI, safety belts, aggressive driving, trucks, pedestrians, younger and older drivers. This section of the report deals with objective number one – the safety infrastructure improvements.

The Safety Management Division in the Bureau of Highway Safety and Traffic Engineering (BHSTE) has developed safety engineering countermeasures. These highway safety infrastructure improvements are to be implemented at targeted high crash locations. When implemented, these countermeasures will improve highway safety by reducing the incidence of specific crash types. Some examples of safety engineering countermeasures that have been implemented in Pennsylvania include: rumble strips (placed on the centerline, edgeline, or shoulder – the latter are bicycle-tolerable), advanced curve warning pavement legend (“SLOW” with arrow), intersection gap warning treatment, “DOT” tailgating treatment, guiderail upgrades, elimination of shoulder drop offs, utility pole and tree delineation, utility pole and tree removal, pedestrian crossing treatments, traffic signal improvements, skid resistance improvements, and the highway safety corridor signing and enforcement initiative.

Implementation of these safety countermeasures have been shown to reduce crashes in Pennsylvania. For example, head-on fatalities in 2005 have dropped by 35% from five-year average values (1999-2003). PENNDOT has installed many miles of centerline rumble strips to mitigate head-on crashes. Fatalities involving hit trees (-4%) and unsignalized (stop-controlled) intersection fatalities (-20%) have also dropped in 2005 when compared to the five-year average figures due to tree removal efforts and the implementation of other low-cost safety improvements. Since 2000, PENNDOT has improved over 10,000 sites with low-cost safety improvements. PENNDOT also improves highway safety by installing higher cost engineering infrastructure improvements to mitigate known safety problems at spot locations using federal funds made available through FHWA's Section 148 Highway Safety Improvement Program.

Low-cost safety improvements (as described previously) have been installed on local roadways as part of a pilot program using federal funds. The pilot projects have been implemented in five municipalities and projects are ongoing for two additional municipalities. The chosen municipalities are expected to publicize and share the benefits of these projects among their peers (through the help of such organizations such as LTAP, PSAB (PA Association of Boroughs), and PSATS (PA Association of Township Supervisors)).

Through LTAP (Local Technical Assistance Program), Pennsylvania is providing for increased opportunities to improve local road safety through its new local safe road communities program. The goals of this program are to identify communities with higher than average crash rates and to develop safety improvement programs for these municipalities. The goal is to achieve a measurable impact in improving safety on local roads by providing participating communities with clear direction and the tools needed to improve highway safety at specific locations.

The local safe road community program will provide each of the communities with a prioritized list of safety problem areas within the community; a short term plan that identifies safety improvements at specific high crash locations; and a long term process that enables the community to continually monitor, evaluate, implement and update the safety improvement program.

After the initial communities have been completed, we expect the success of the initial program will foster more local community safety planning throughout the commonwealth. LTAP is funded in part through NHTSA grant monies.

Pennsylvania continues to provide for the opportunity for our engineering Districts to perform Roadway Safety Audits in an effort to maximize safety in the design and construction of highway projects. A road safety audit is a formal examination of a highway by an independent team of trained specialists that assesses the roadway's crash potential and safety performance. A report is then provided that identifies safety problems so project officials can evaluate, justify and select appropriate design changes. An open-end consultant contract is available to help Districts in conducting the Safety Audit Process.

FFY 2006 HSP Grants Approved

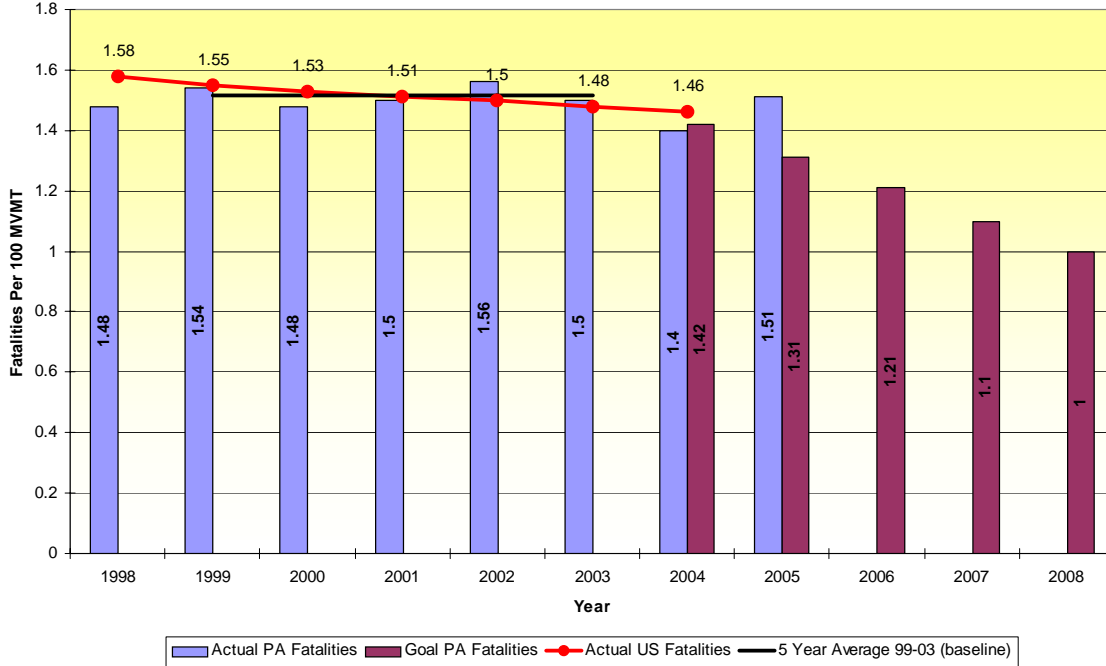
Grant #	Grantee	FFY06 Approved	Funding Category
AL 06-01	Department of Education ILEE	\$995,050.00	402
AL 06-02	PENNDOT- BHSTE (DUI)	\$692,000.00	402
AL 06-03	PSP-SFST	\$10,000.00	402
AL 06-04	PSP-DRE	\$25,000.00	402
CP 06-01-1	Indiana University of PA	\$124,493.00	402
CP 06-02-1	PENNDOT 2-0	\$65,000.00	402
CP 06-03-1	Cumberland County	\$120,200.00	402
CP 06-04-1	Lackawanna County	\$53,120.00	402
CP 06-05-1	Luzerne County	\$111,927.00	402
CP 06-06-1	Philadelphia City	\$207,624.00	402
CP 06-07-1	Delaware County	\$79,667.00	402
CP 06-08-1	Allegheny County	\$95,655.00	402
CP 06-09-1	Lycoming County	\$83,879.00	402
CP 06-10-1	Cambria County	\$87,650.00	402
CP 06-11-1	Schuylkill County	\$306,287.00	402
CP 06-12-1	Washington County	\$122,700.00	402
CP 06-13-1	Montgomery County	\$78,850.00	402
CP 06-14-1	York County	\$202,450.00	402
CP 06-15A-1	Monroe County	\$66,000.00	402
CP 06-16-1	Bucks County	\$78,040.00	402
CP 06-17-1	Erie County	\$134,004.00	402
CP 06-18-1	Allentown City	\$87,150.00	402
CP 06-19-1	Chester County	\$103,730.00	402
CP 06-20-1	Beaver County	\$32,458.00	402
CP 06-21-1	Bethlehem City	\$53,951.00	402
CP 06-22-1	PENNDOT-BHSTE (TIPP)	\$770,000.00	402
CP 06-23-1	PENNDOT-BHSTE (PI&E)	\$25,000.00	402
CP 06-24-1	PENNDOT-BDL (Test/Manual)	\$41,875.00	402
CP 06-25-1	PENNDOT-BDL (Medical)	\$189,249.00	402
CP 06-26-1	PENNDOT-BHSTE (C-DART)	\$80,000.00	402
DM 05-01	PSP	\$150,292.36	163DM
DM 05-02	Catasauqua Borough	\$51,303.00	163DM
DM 05-03	York County	\$43,115.00	163DM
DM 05-04	Pittsburgh City	\$59,189.74	163DM
DM 05-05	Schuylkill County	\$65,148.62	163DM
J2 06-01-1	PA State Police 405 OccProt.	\$500,000.00	405
J2 06-02-1	Schuylkill County BUPA	\$1,315,107.00	405
J3 06-01-1	PSP 2003B ChildPassFit	\$100,000.00	J3-2003b
J8 06-01-1	PSP STEP/DUI Counter.	\$700,000.00	410
J8 06-02-1	Bedford County	\$11,371.00	410
J8 06-03-1	Old Lycoming Township	\$43,701.00	410

Grant #	Grantee	FFY06 Approved	Funding Category
J8 06-04-1	South Whitehall Township	\$40,580.00	410
J8 06-05-1	Ferguson Township	\$43,898.00	410
J8 06-06-1	Lower Burrell City	\$55,181.00	410
J8 06-07-1	Midland Borough	\$26,704.00	410
J8 06-08-1	Warren County	\$32,291.00	410
J8 06-09-1	Lawrenceville Borough	\$27,134.00	410
J8 06-10-1	Pottstown Borough	\$35,600.00	410
J8 06-11-1	Towanda Borough	\$31,344.00	410
J8 06-12-1	West Norriton Township	\$33,616.00	410
J8 06-13-1	Lower Merion Township	\$39,796.00	410
J8 06-14-1	Abington Township	\$36,575.00	410
J8 06-15-1	Lackawanna County	\$40,703.00	410
J8 06-16-1	Clearfield Borough	\$32,967.00	410
J8 06-17-1	Hatfield Township	\$36,710.00	410
J8 06-18-1	Blair County	\$34,385.00	410
J8 06-19-1	Indiana County	\$32,298.00	410
J8 06-20-1	Washington Township	\$25,330.00	410
J8 06-21-1	Allentown City	\$32,996.00	410
J8 06-22-1	Gilpin Township	\$32,568.00	410
J8 06-23-1	Ashland Borough	\$31,890.00	410
J8 06-24-1	Plum Borough	\$38,684.00	410
J8 06-25-1	Ridley Park Borough	\$32,460.00	410
J8 06-26-1	Philadelphia City	\$125,000.00	410
J8 06-27-1	Butler County	\$30,250.00	410
J8 06-28-1	Lower Saucon Township	\$37,390.00	410
J8 06-29-1	Bethlehem Township	\$29,680.00	410
J8 06-30-1	York County	\$85,785.00	410
J8 06-31-1	Montgomery Township	\$39,381.00	410
J8 06-32-1	Cumberland County	\$37,461.00	410
J8 06-33-1	Luzerne County	\$28,360.00	410
J8 06-34-1	Chester County	\$28,695.00	410
J8 06-35-1	Easton City	\$35,675.00	410
J8 06-36-1	Lebanon County	\$35,713.00	410
J8 06-37-1	Mifflin County	\$20,370.00	410
J8 06-38-1	Dauphin County	\$32,060.00	410
J8 06-39-1	Bucks County	\$43,360.00	410
J8 06-40-1	Bethlehem City	\$29,998.00	410
J8 06-41-1	Lehigh Township	\$33,700.00	410
J8 06-42-1	Richland Township	\$37,470.00	410
J8 06-43-1	Baldwin Borough	\$45,980.00	410
J8 06-44-1	Mt Lebanon Township	\$47,282.00	410
J8 06-45-1	Moon Township	\$47,024.00	410
J8 06-46-1	Hopewell Township	\$39,752.00	410
J8 06-47-1	Pittsburgh City	\$105,514.00	410
J8 06-48-1	Schuylkill County	\$234,868.00	410

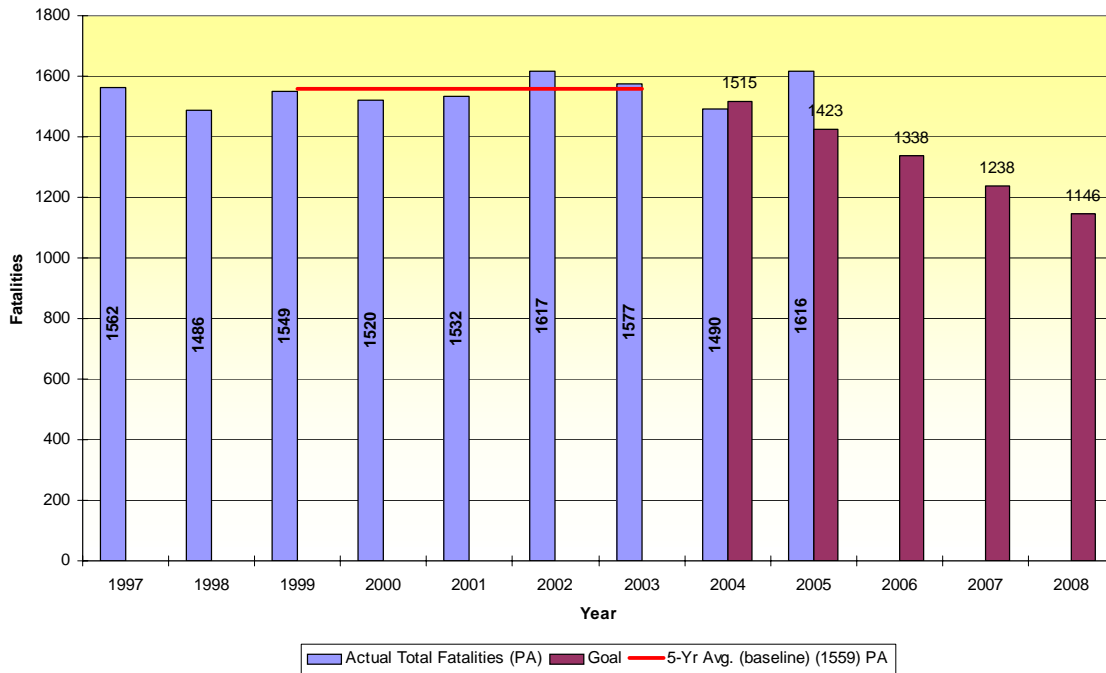
Grant #	Grantee	FFY06 Approved	Funding Category
J8 06-49-1	Neshannock Township	\$29,225.00	410
PA 06-01	PENNDOT-BHSTE (P&A)	\$300,000.00	402
PT 06-01	PSP - STEP	\$600,000.00	402
57T 06-01	Philadelphia City	\$249,996.00	157INC
57T 06-02	PSP Corridor Safety	\$200,000.00	157INC
157J9 06-01-1	PA Traffic Records Assessments	\$35,000.00	157INC
57RS06-01-1	PENNDOT-BHSTE (LTAP)	\$250,000.00	157INC
157OP 06-01-1	Target 85 Initiative (BUPA)	\$1,172,783.00	157INC
57DE 06-01-1	PENNDOT-BDL Inserts	\$223,740.00	157INC
157J8 06-01-1	PSP Checkpoint Strikeforce	\$250,000.00	157INC
157SE 06-01-1	Smooth Operator	\$552,820.00	157INC

Performance Benchmarks

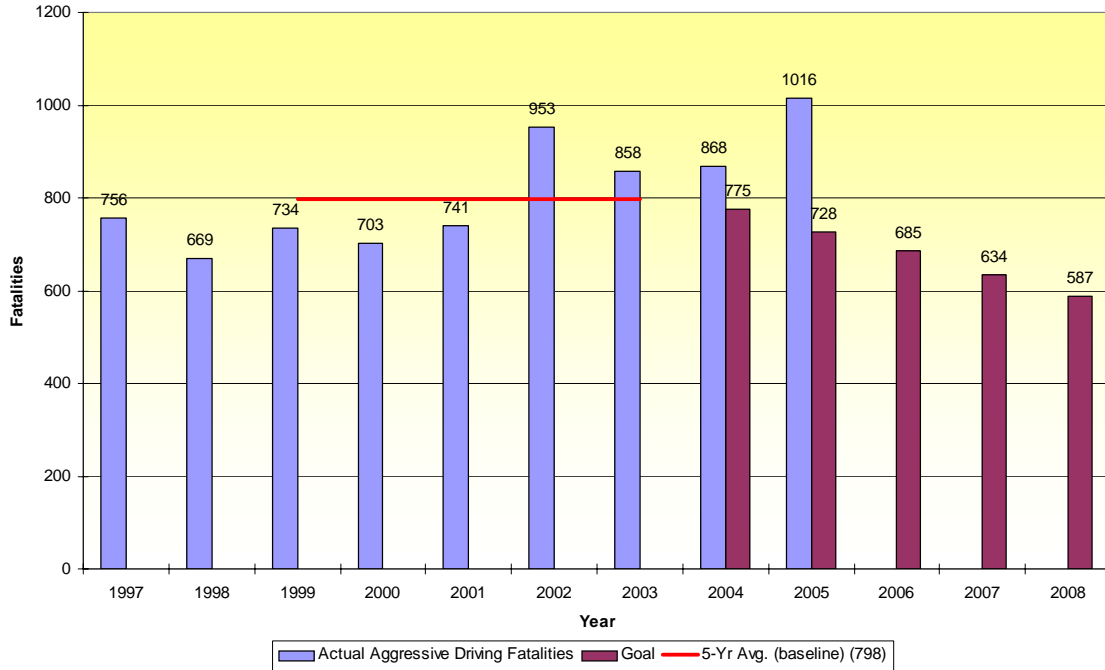
Pennsylvania's Fatality Rates and Goals
Fatality Rates - Historical Rates and Future Goals



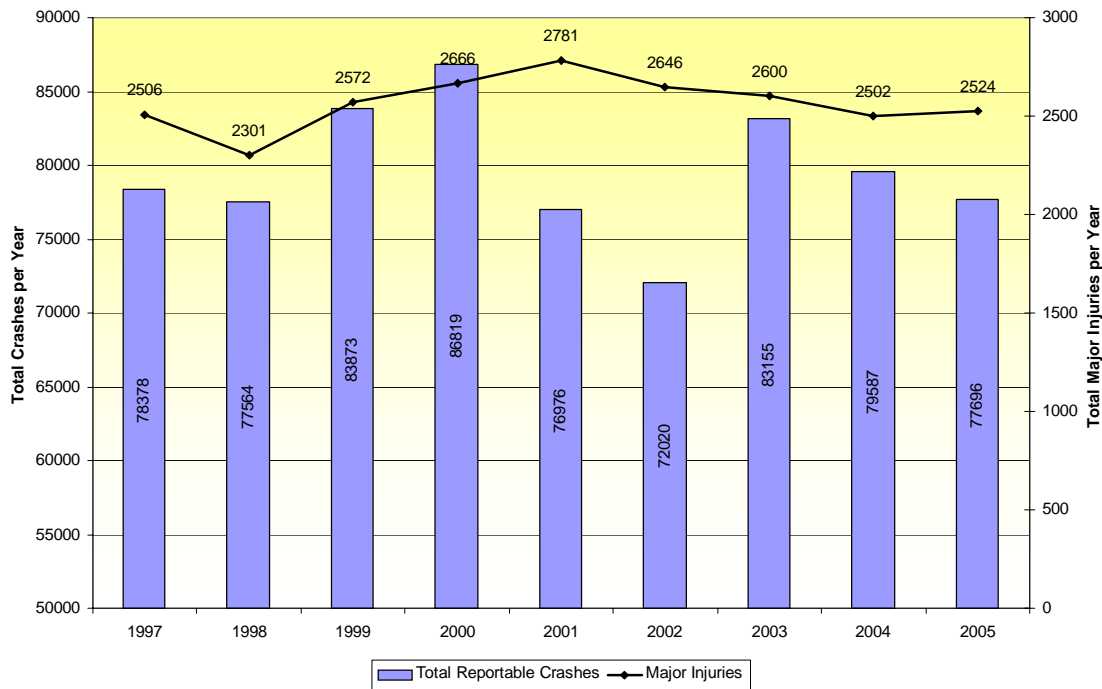
Total PA Fatalities
Historic Fatality Data and Future Goals



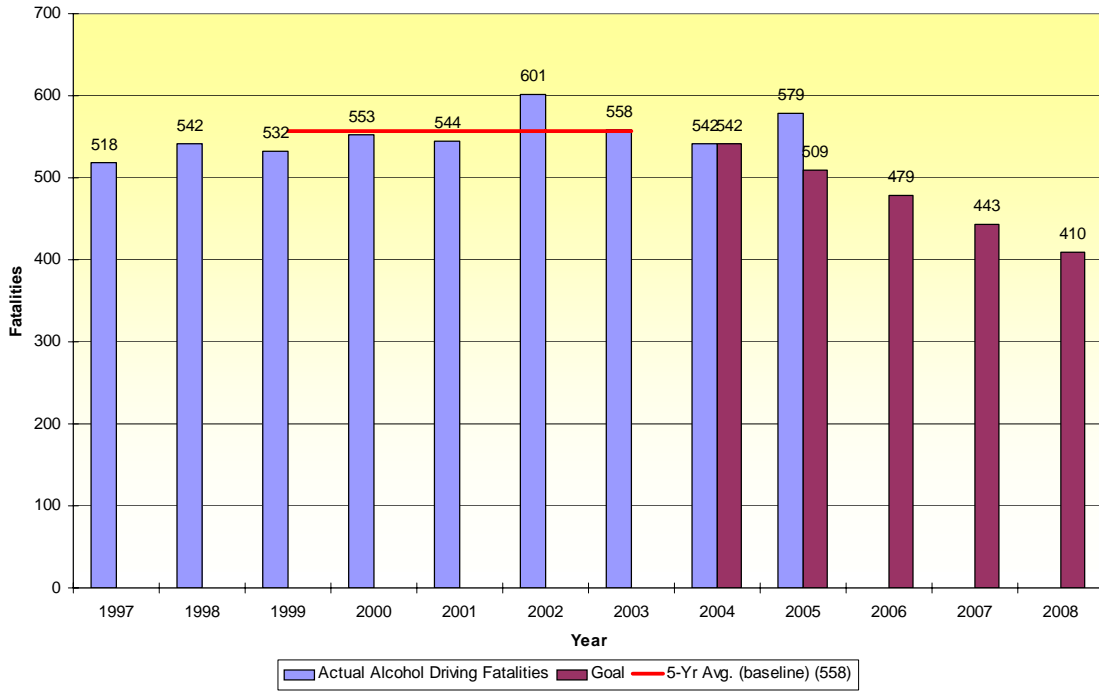
Aggressive Driving Fatalities
Historic Fatality Data and Future Goals



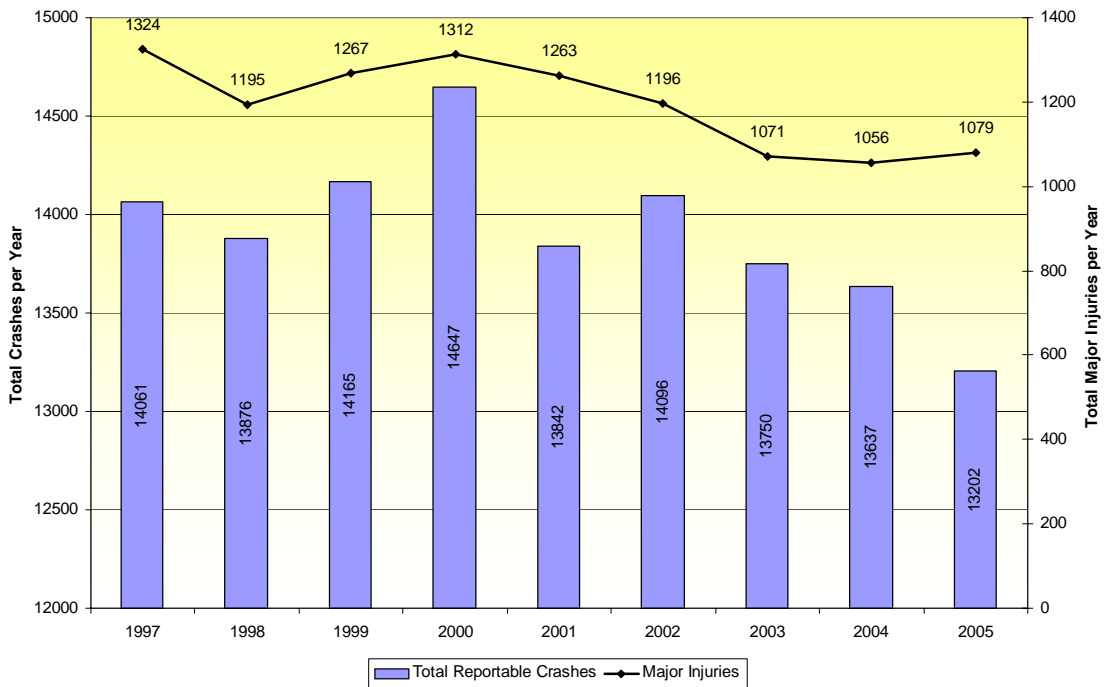
Aggressive Driving Related Crashes and Major Injuries
Historical Crash Data



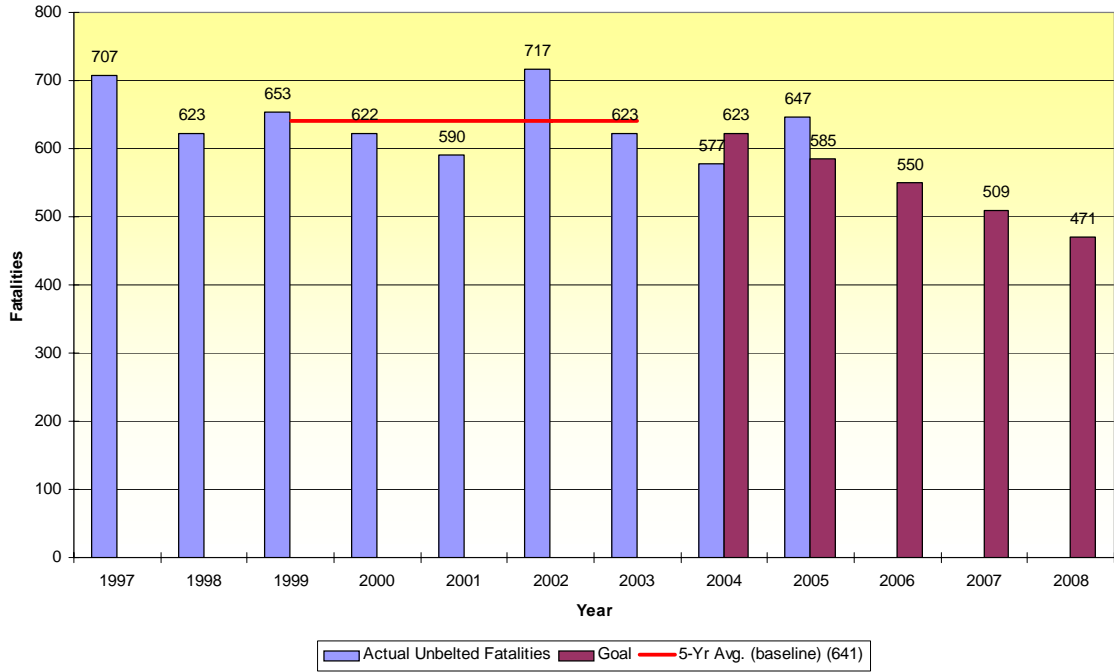
Alcohol Driving Fatalities
Historic Fatality Data and Future Goals



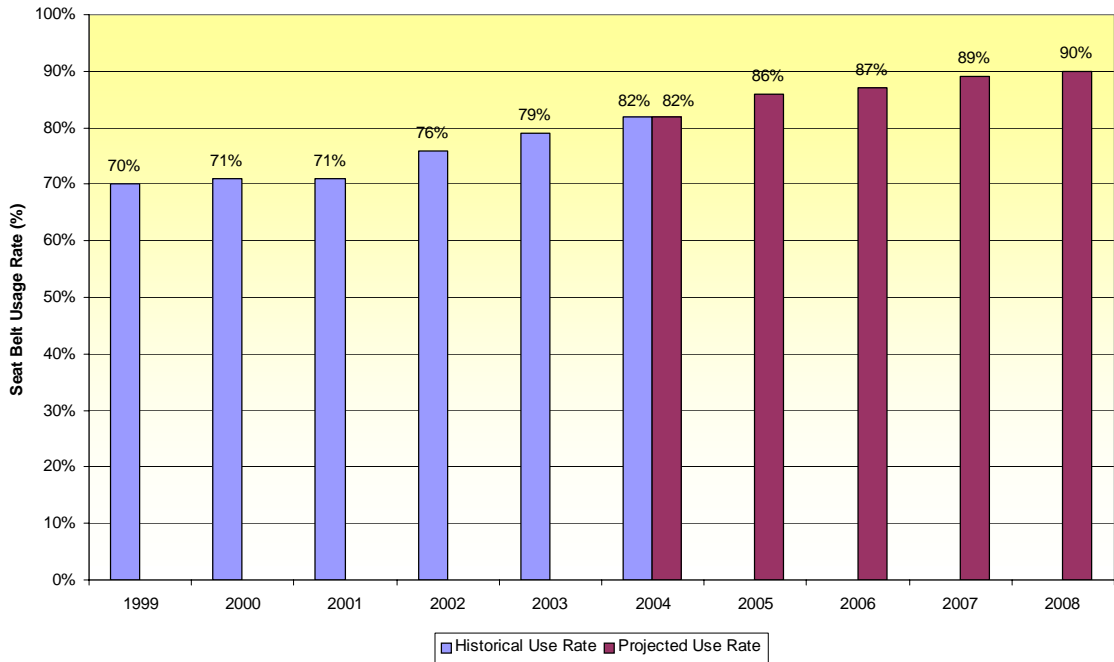
Alcohol-Related Crashes and Major Injuries
Historical Crash Data



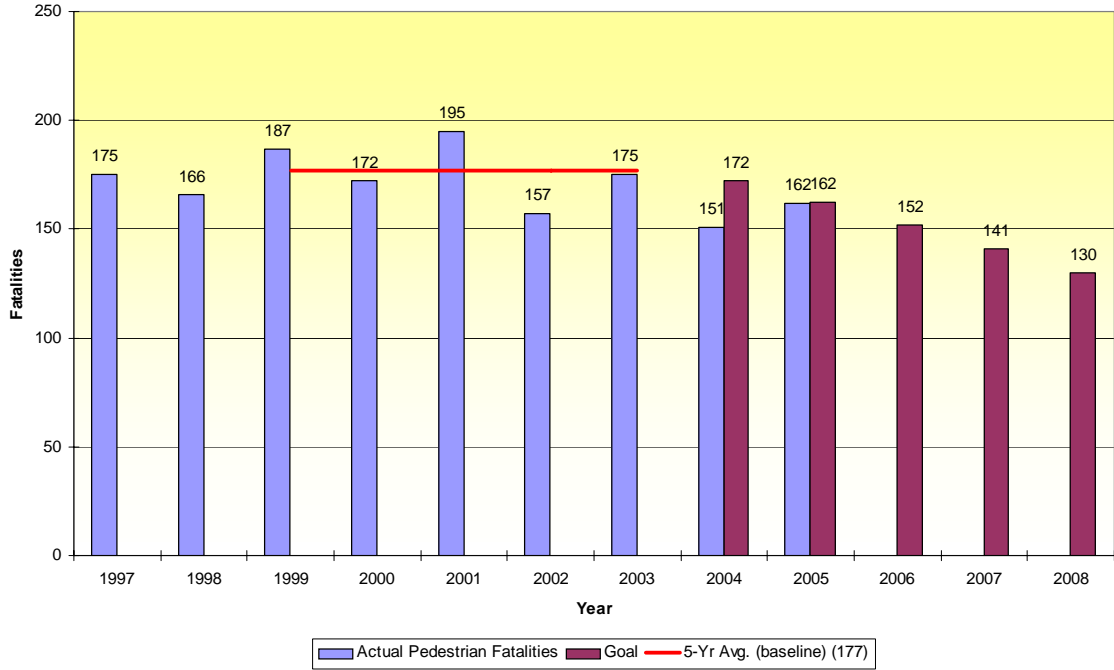
Unbelted Fatalities
Historic Fatality Data and Future Goals



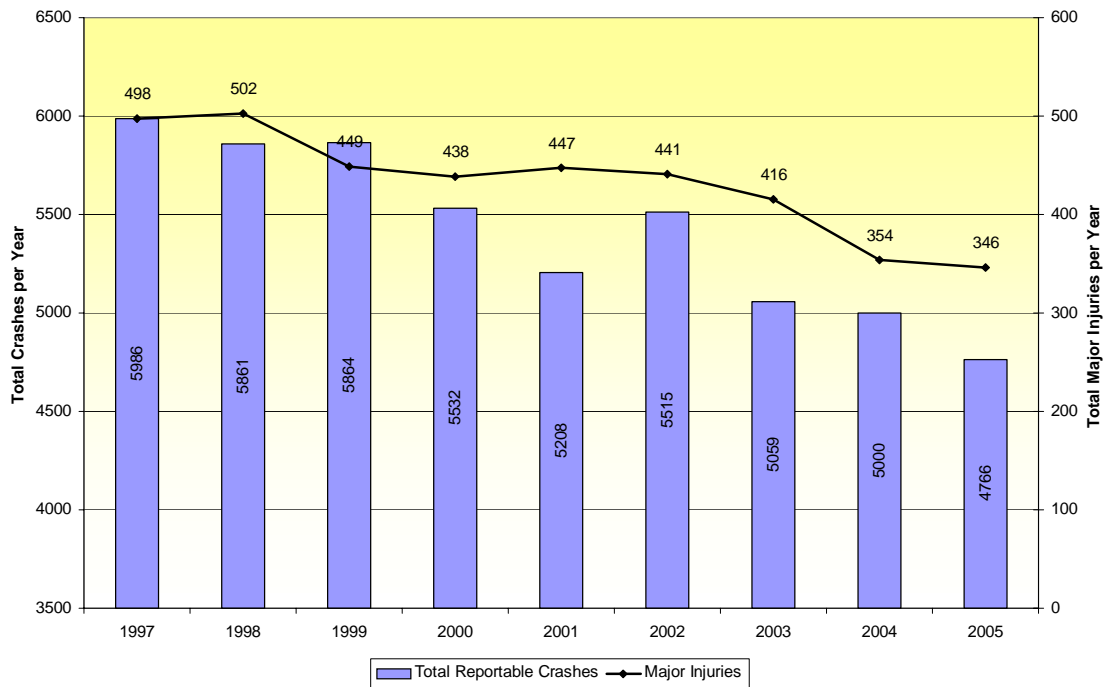
Pennsylvania's Seat Belt Usage Rate
Historical Data and Future Goals



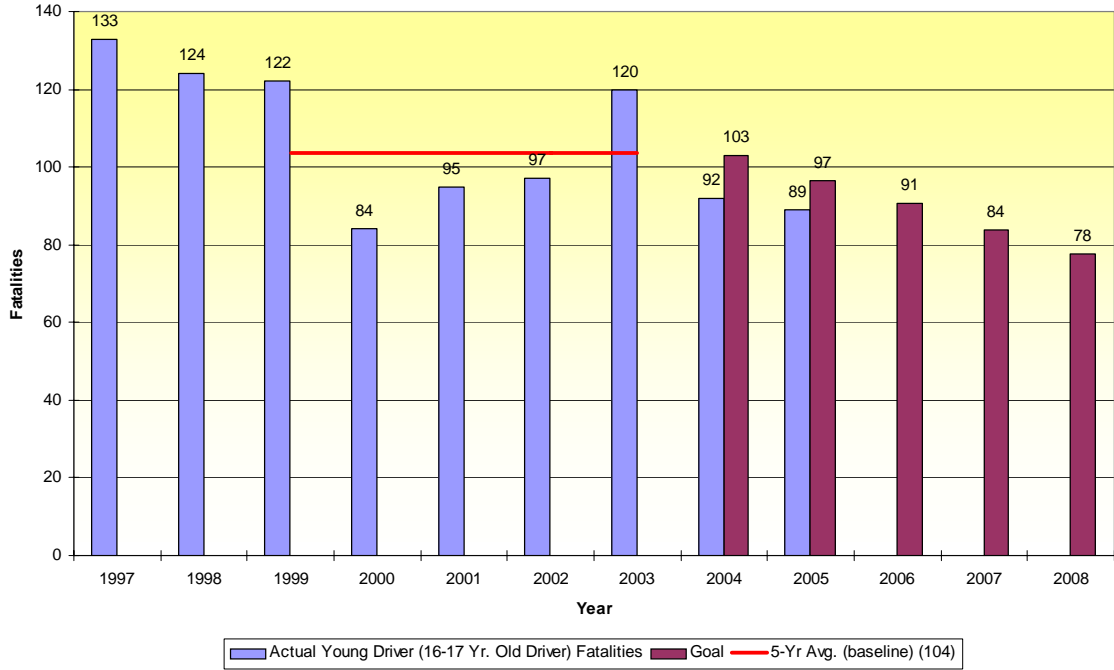
Pedestrian Fatalities
Historic Fatality Data and Future Goals



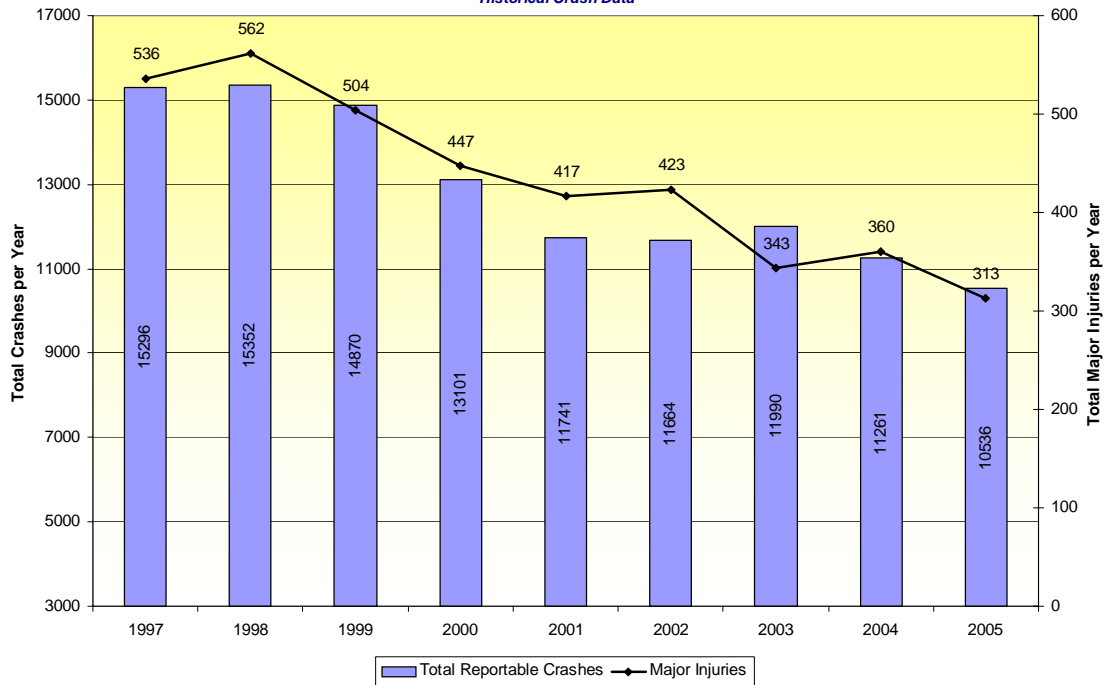
Pedestrian Crashes and Major Injuries
Historical Crash Data



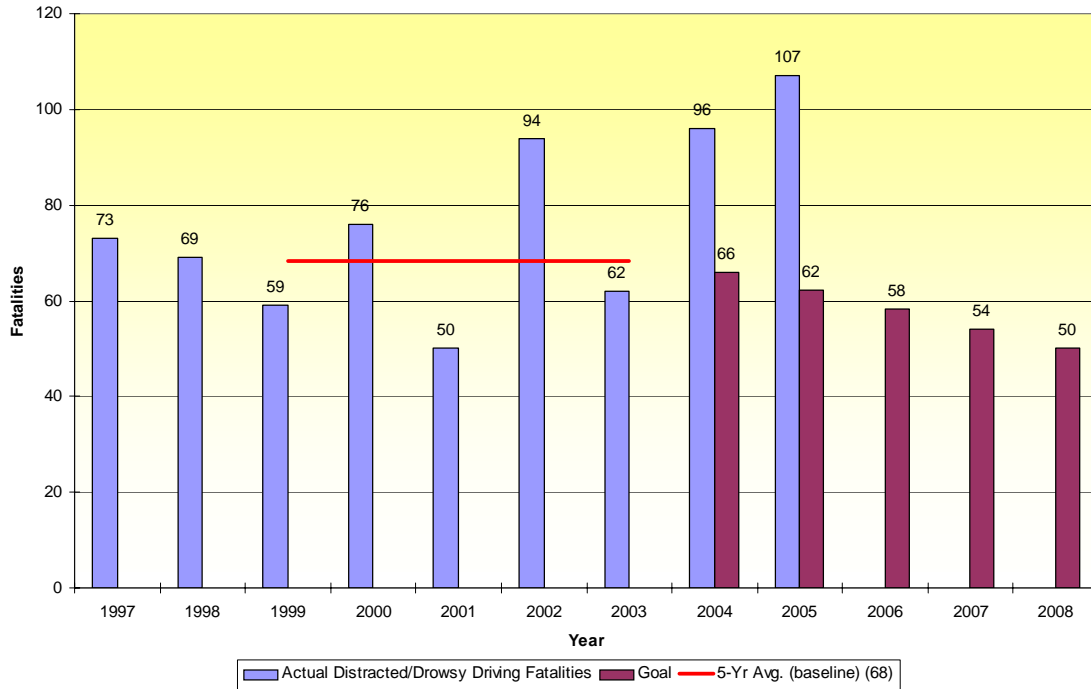
Young Driver Fatalities
Historic Fatality Data and Future Goals



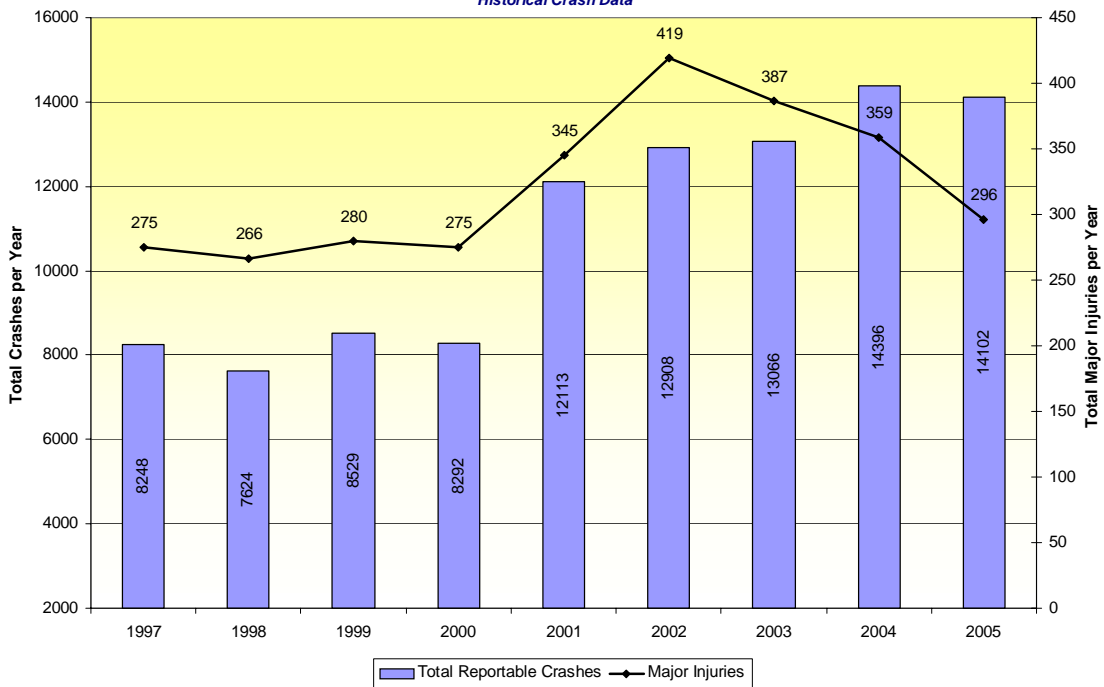
**Total Reportable Crashes with
Young Drivers and Major Injuries**
Historical Crash Data



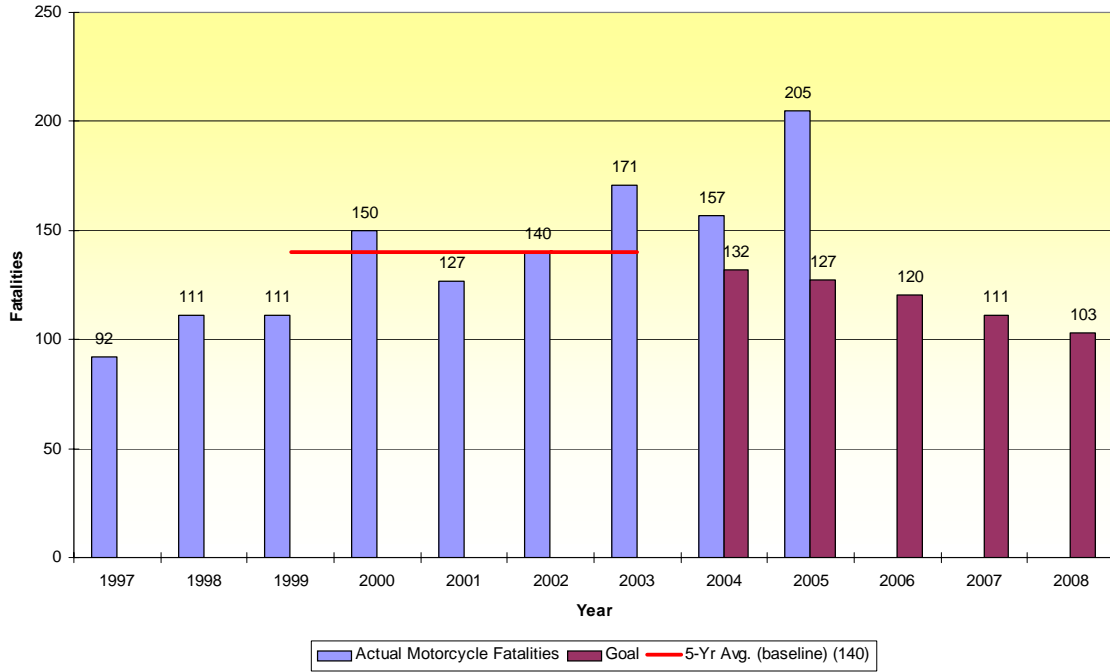
Distracted/Drowsy Driving Fatalities
Historic Fatality Data and Future Goals



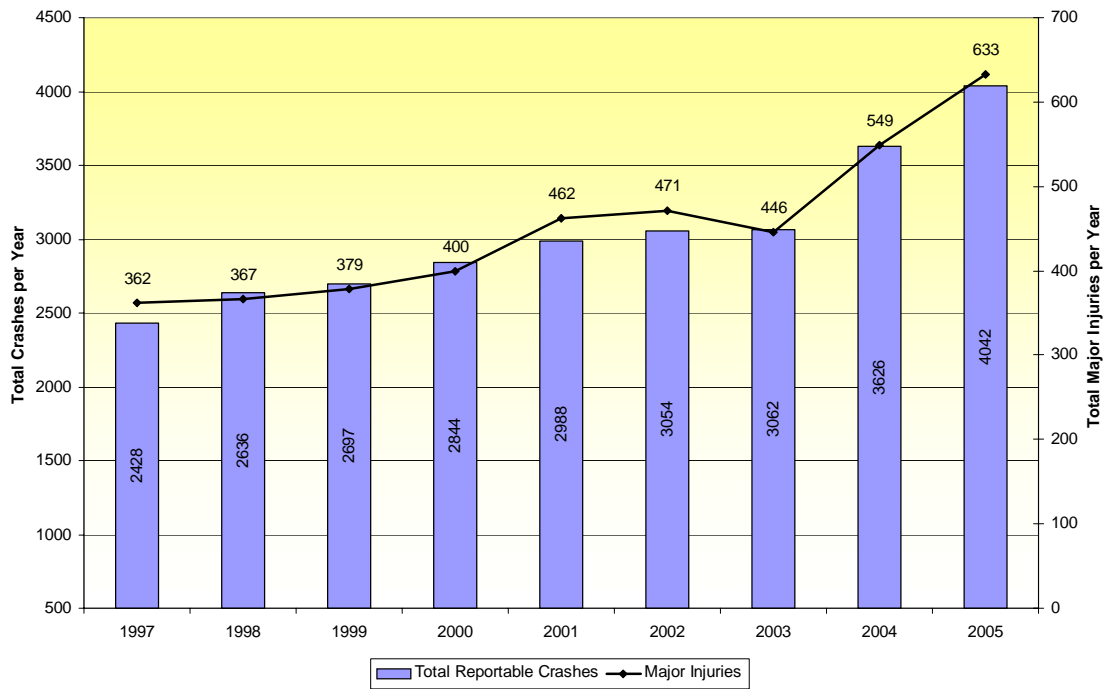
Distracted/Drowsy Driver - Related Crashes and Major Injuries
Historical Crash Data



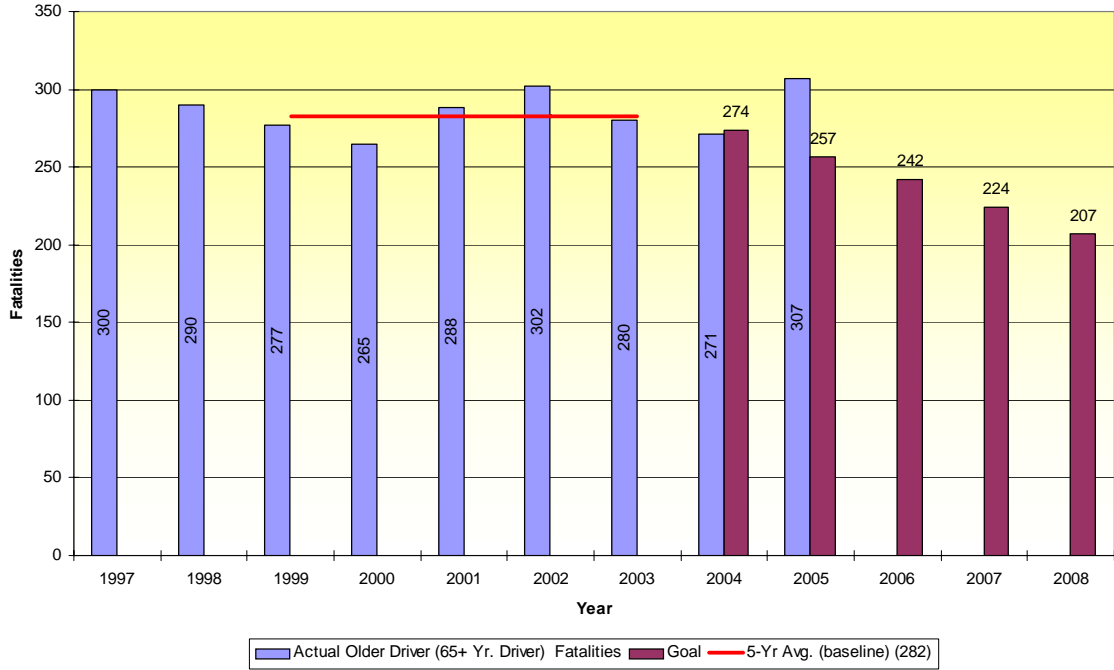
Motorcycle Fatalities
Historic Fatality Data and Future Goals



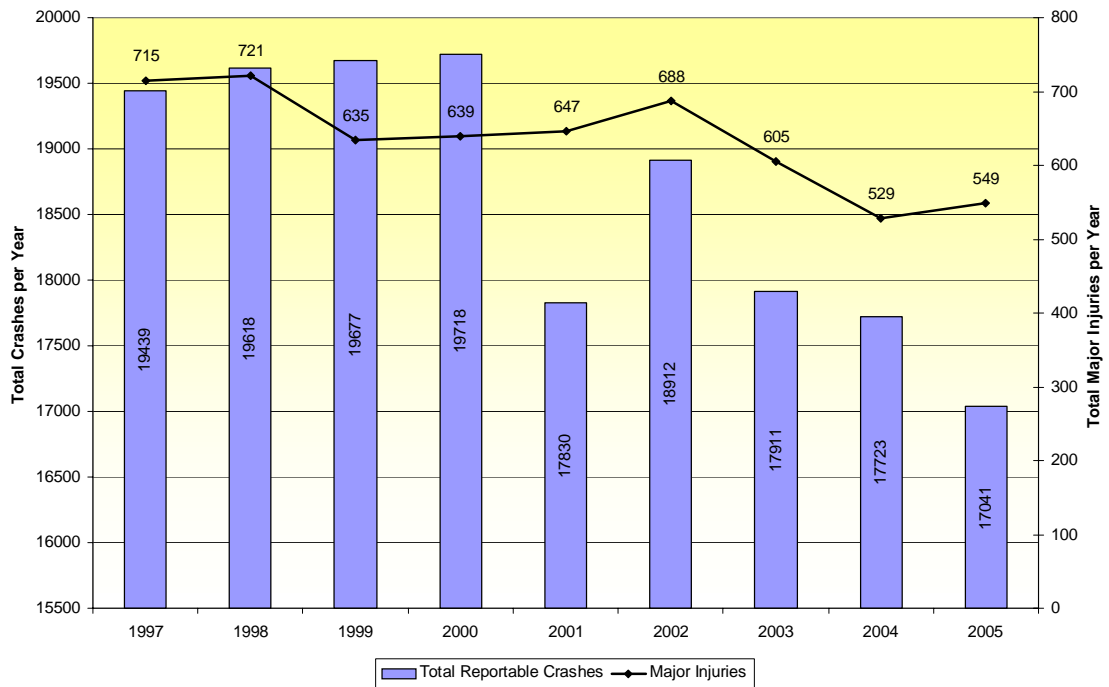
Motorcycle Crashes and Major Injuries
Historical Crash Data



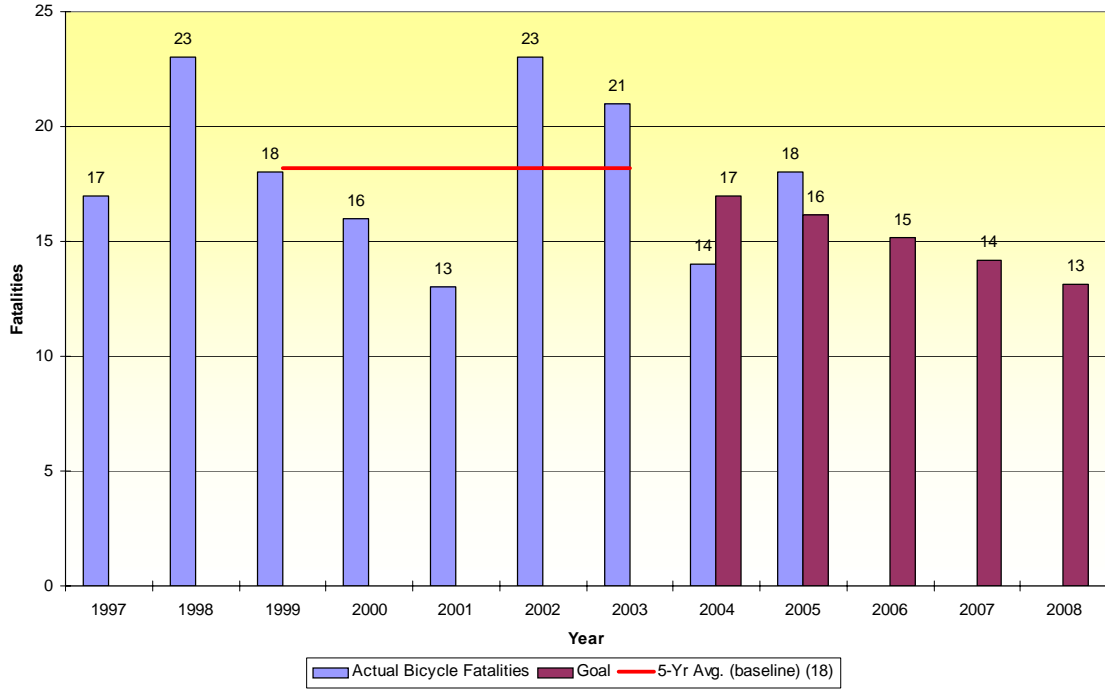
Older Driver Fatalities
Historic Fatality Data and Future Goals



Older Driver Crashes and Major Injuries
Historical Crash Data



Bicycle Fatalities
Historic Fatality Data and Future Goals



Bicycle Crashes and Major Injuries
Historical Crash Data

